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ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

NAVPERS-O

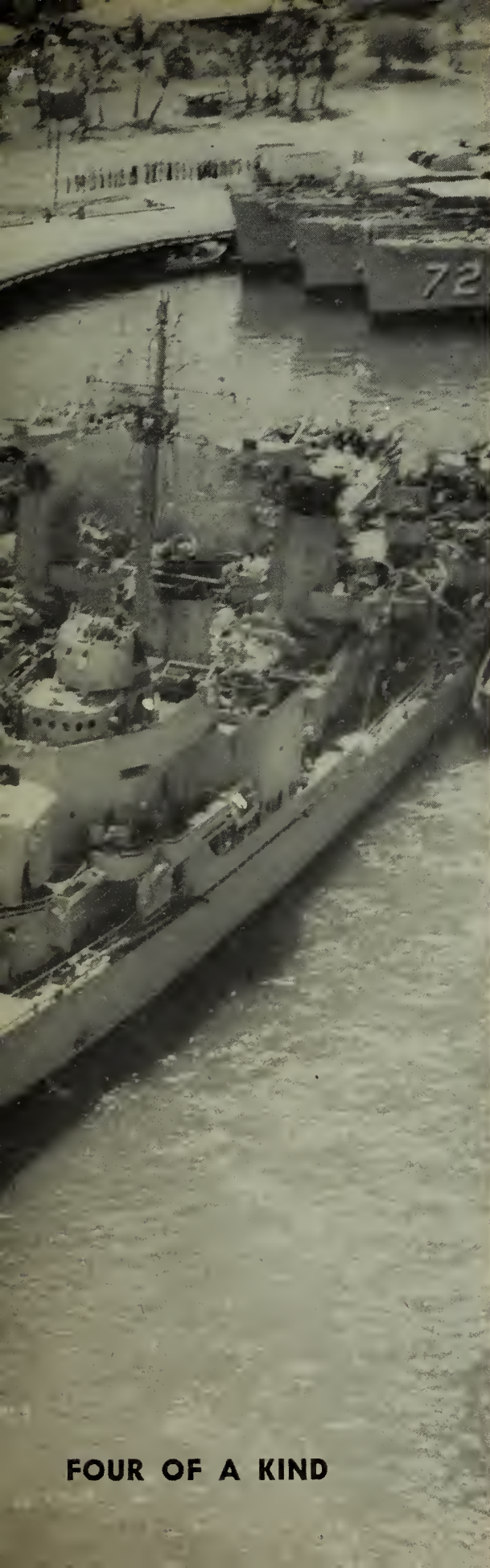


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JANUARY 1950





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NUMBER 395

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The Chief of Naval Personnel

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TABLE OF CONTENTS

	Page
Sea-Going Deep Freeze	2
The Word	6
Off-Duty Hours in Berlin	8
CPO Club Is Crossroads of Navy	11
Navy's New Examining Center	12
Sport-Minded Station Seeks Crowns	14
Neophyte Navigators	18
Learning to Give the World the Word	20
Ambassadors of Goodwill	23
Spare-Time Sailors Staying Savvy	24
Letters to the Editor	27
Today's Navy	32
Servicewise: News of Other Armed Services	40
Bulletin Board	42
Submarine Training Open to EMs	42
Official List of Ship Designations	44
Enlisted Waves May Get Commissions	46
Ships to Be Put in Mothballs	50
List of Training Courses	52
Directives in Brief	57
Books: History and Fiction Featured	58
Book Supplement: <i>The Navy of 1950</i>	59
Taffrail Talk	64

• FRONT COVER: Cold weather operations by the Second Task Fleet included crossing the Arctic Circle. Two members of the signal gang aboard USS *Juneau* (CLAA 119) send a visual to one of the tin cans which participated. They are Alfred H. Raepke, QMSN, USN, and James H. Wall (left), QMSN, USN.

• AT LEFT: These four destroyers, at their Pearl Harbor berths, are USS *Wiltsie* (DD 716), USS *Theodore E. Chandler* (DD 717), USS *Hamner* (DD 718) and USS *Ozbourn* (DD 846), which comprise DesDiv III. In background are USS *Mansfield* (DD 728), USS *Collett* (DD 730) and USS *DeHaven* (DD 727).

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FOUR OF A KIND



Sea-Going Deep Freeze

A DIRTY, sweating Australian infantryman, clad in jungle greens, clambered over the rail of a destroyer escort anchored offshore during the invasion of Tarakan, Borneo, and was invited to come below and get himself some chow.

The Aussie's eyes widened when he saw the meal that was set before him — hamburger, potatoes, fresh green beans, butter, bread, dessert and iced tea. "Do you Yanks eat like this all the time?" he demanded incredulously.

As a matter of fact, the crew of the DE did not eat like that all the time — not quite. The ship had been fully stocked with provisions only a week before in preparation for the invasion. But invasion or no invasion, the ship had always had food that was wholesome, plentiful and *fresh*.

American Navymen take their good food for granted. More than that, they would vigorously oppose any move to curtail their time-honored

right to gripe about anything and everything that finds its way to the mess table.

Few if any give a thought to the fresh fruit and vegetables that so astonished the Australian foot soldier. They expect to get good food just as they expect to get a pay check twice a month.

But keeping fresh provisions heaped high on the mess tables of every LST, harbor tug, minesweeper and PC operating overseas takes a lot of doing. The type of Navy ship that does most of the doing is the

stores or refrigerator ship, or "reefer," as she is called. These busy reefers are far from glamorous but they have a big job cut out for them and they are doing it well.

During the war, refrigerator ships were constantly on the move transporting fresh provisions to fighting ships and to supply points in the forward areas. Often combat ships were provisioned "on the run." The reefer would tag along behind a formation. One by one, the destroyers and cruisers would drop back and steam alongside the reefer while supplies were hurriedly passed from ship to ship.

Nowadays, reefers are continuing their globetrotting habits. They transport tons of fresh fruit, vegetables and meat as well as staples such as sugar and flour to American servicemen from Japan to Germany, from Guam to Great Britain, in Italy, Greece, Korea, Okinawa and in many other half-forgotten outposts.

Reefer ships themselves have long



been familiar to the Navy. They first came into prominence, however, during World War II along with the development of the "quick freezing" process of preserving foods.

Every modern housewife knows about quick frozen foods now. She can buy any number of quick frozen fruits and vegetables in prettily colored packages at the corner super-market.

Before the quick freeze, Navy reefers carried mainly meats. Meat was less perishable than fruit or vegetables. Keep the meat cool and it would stay fresh indefinitely. Now, however, a postwar reefer can carry every kind of food that goes to make up a well-balanced meal — thanks to quick freezing.

There are 13 reefers at work in the Atlantic and Pacific today. There are large reefers (up to 15,000 tons loaded displacement), medium reefers (up to 14,000 tons loaded displacement) and small reefers (up to 7,000 tons loaded displacement). One of the small ones is *uss Adria* (AF 30). Let's go aboard.

Adria is the first in a class of 18 small reefer ships built during 1944 and 1945 to meet a growing demand at that time for more and more fresh provisions for combat troops overseas.

In the six months that remained in the war after she got into it, *Adria* steamed more than 37,000 miles (or one and a half times around the earth at the equator) carrying more than 8,300 tons of such items as potatoes, eggs, lamb, beef, turkey, cheese, celery, cabbage, apples and pears — food the front-line sailors and soldiers hadn't seen in months.

In her two refrigerated holds she can carry as much as 2,900 tons of frozen or chilled fresh food. In Number One, her forward hold, the ship could transport an additional 1,200 tons of dry cargo.

The high spot of the ship's war service came at Kerama Retto when *Adria* issued provisions to more than 200 hungry ships in the short space of eight days. Many days her crew worked around the clock. Several of *Adria's* sister ships have had equally impressive war records. She suffered her sole casualty at Kerama Retto when a seaman was fatally wounded by flying shrapnel during one of the Japanese air raids on the harbor.

Came the end of the war and the ship was ordered to the Atlantic. In the three years that she has been on



PROVISIONING at sea from the reefer ship *USS Hyades* (AF 28), hard-working crew of *USS Worcester* (CL 144) takes aboard a supply of food.

the Atlantic run, *Adria* has made numerous trips to the Mediterranean, European waters, the North Atlantic and the Caribbean.

The ship resembles a grocery or a supermarket even more in peacetime than she does in wartime. Why? The answer lies in something called the "unit load," a wartime brainstorm

that enabled ships like *Adria* to load and unload in record time.

Food was plenty important during the war, but there were other things that were more important. Ammunition, spare parts and fuel had to be transported to the forward areas in a hurry.

As a result food distribution had to



DECK division of *USS Adria* (AF 30) stand inspection. Reefers play large part in delivering the food to the mess tables of the world's best fed navy.



PERISHABLES will be lowered three decks for storage. Navy has 13 reefers at work supplying ships and stations in the Atlantic and Pacific areas.

be made as simple as possible so as to take up the least time. Out of this limitation came the unit load or "package" of food. Each "unit" contained a balanced variety of fresh meat, vegetables, fruit and staples.

Each ship was allotted a certain number of unit loads and the ship's supply officer had to plan his month's

menu to fit the variety and amounts of food he was given. As a result, wartime chow was often good but short of ideal.

Today, however, with the great task removed of provisioning whole fleets and bases on the run, the Navy can once again concentrate on quality as well as quantity. This new em-



FRESH PROVISIONS bound for a storehouse to be kept for the future use of naval activities in London are unloaded from the reefer USS *Adria*.

phasis in turn means an added burden on refrigerator ships.

Instead of a menu being molded entirely around units provided under an allotment for each ship, menus today can pay some heed to the likes and dislikes of the crew. Of course, there are other factors to consider like nutrition value, perishability and bulk. But the sailor today gets a wider variety and choicer selection of chow than he did a few years ago.

The new method of provisioning ships is known as the "fleet issue" system. Here, roughly, is how it affects reefers like *Adria*.

By the time *Adria* steams into a harbor — say Norfolk — to load up for another trip, that trip has been planned out for her to the last detail by her particular service command and by a supply center. Ports of call have been selected and fresh and general cargo for each port has been set aside and arranged item by item.

Each of these items must be loaded separately into the hold in such a fashion that it can be easily unloaded again when the time comes. Experience has proved that if the boxes of fresh provisions are stowed in certain geometrical patterns in the hold, then so many boxes of green beans, so many crates of tomatoes, so many sides of beef and so many crates of lettuce may be lifted out of the hold at the proper time without disturbing the rest of the cargo.

Unloading is an interesting operation to watch. A checker is sent into the hold with a copy of the requisition or "shopping list" of the ship to receive the provisions. As the boxes of each item are lifted from the hold, the checker ticks them off his list. Also, he must be able to direct the loaders and the winch operator to the correct stack to unload.

The hold of a reefer *does* resemble a neighborhood grocery in many ways. It has, however, at least one marked difference — the temperature. The temperature, naturally, must be kept low throughout the hold at all times to preserve the perishable cargo.

Mention a refrigerator ship to the average sailor and he will describe some sort of strange looking craft with holds dripping with icicles, full of frosted pipes and freezing cold air. Into this chamber of ice, he might imagine, are tossed all kinds of fruits and vegetables, all in a big pile.

He would get the surprise of his

life if he went aboard a reefer like *Adria*. She has holds all right, but take a look into one and you will see what looks like any other cargo hold. She carries plenty of fresh fruit and vegetables, too, but you can't tell them from a cargo of nuts and bolts — except that they are all carefully packed in boxes which are clearly marked such as "Beans" or "Spinach." Finally, there is plenty of cold air in the hold but no icicles or frosted pipes. In short, a reefer is much like any other Navy cargo ship — only colder.

The refrigeration system is quite simple. It works much like the refrigerator in your kitchen at home.

Air from the hold flows over a coil containing super-cooled refrigerant gas. The coil absorbs the heat from the air, cooling the air. The cooled air is then blown back into the hold where it circulates, absorbing any heat in the cargo.

When the air has made a complete circuit of the hold and has again become warm, it is sucked out by the same fan that blew it in. The fan pushes it through the refrigerating coils again, taking out the heat and cooling it for recirculation.

The refrigerant itself flows through pipes to a compressor and condenser in the reefer room. Here it gives up the heat it picked up from the warm air and is itself recooled and pumped back into the coils. The refrigerant usually reaches a temperature of zero degrees Fahrenheit at the coils. Temperatures in the holds are maintained at between 10 degrees and 35 degrees, depending upon whether the cargo is to be kept frozen or merely chilled.

During the war, qualified refrigeration men were at a premium. Sometimes ships just did without one. The man in charge of the refrigeration equipment of *Adria* on her first voyage was a fireman second class. Luckily, however, he learned fast and the ship's "icebox" operated well at all times.

As a matter of fact, *Adria* has never had a refrigeration breakdown. She has carried thousands of tons of frozen and chilled stuff in her holds without the loss of so much as a single tomato due to faulty refrigeration.

There was only one close call. As the ship steamed toward Argostoli, Greece, in March 1948, with \$10,000 worth of fresh food in her holds, an



FIGHTING ships during the war were often provisioned on the run by the ever-busy reefers. High quality of Navy chow amazed the rest of the world.

armature on one of the refrigerant freezing units suddenly conked out.

Usually, spare armatures are not carried on board but the chief electrician in this case was able to find one and a lightning-fast repair job saved the valuable cargo.

Incidentally, the rumor concerning the chow on board the reefers them-

selves is not true. Reefer sailors do not steal into the "icebox" in the dead of night to cut the hearts out of filet mignon steaks. All cargo aboard is kept under strict lock and key from loading-time till unloading.

"Besides," a boatswain's mate added with feeling, "It's mighty cold in there."



DEVELOPMENT of quick freezing techniques makes it possible for reefers to transport every kind of food that goes to make up a well-balanced meal.

THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

• **SHIPPING EXPENSES** — Planning to move your household goods at your own expense and collect from the Government later? Don't do it until you consult your nearest supply officer.

If no supply officer is attached to your activity, write to the supply officer of the nearest shipping activity or to the Bureau of Supplies and Accounts (STR-5), Navy Department, Washington 25, D. C.

The Navy Regional Accounts Office, Washington, D. C., has been receiving far too many claims for reimbursement for shipment of household goods made at personal expense, contrary to the household goods regulations, resulting in unnecessary cor-

respondence, delay in payment and in some instances return of the claim unpaid in cases of unauthorized shipment.

To avoid delay in payment of claim, always prepare an application for transportation of household goods (BuSandA Form 34) and submit with six certified copies of your change of station orders to the supply officer of the Navy shipping activity nearest to the location of the household goods. If the supply officer is unable to arrange for the shipment, he will advise you.

Do not forget to attach the supply officer's authority to ship at your own expense to your claim for reimbursement.

• **GRAY UNIFORM** — The gray working uniform, authorized at one time for officers, chiefs, cooks and stewards, has made its last appearance.

Officers were first permitted to wear the gray uniform on 16 Apr 1943, when it was adopted by the Navy as being more suitable for "practical shipboard camouflage." Later that year, on 3 June 1943, wearing of the gray uniform was extended to chief petty officers. Cooks and stewards were added to the gray-clads on 31 Mar 1944. Two colors of working uniforms, grays and khakis, were thus provided for officers, chief petty officers, cooks and stewards.

Since 15 Oct 1948 wearing of the gray uniform has been prohibited except for Regular Navy and Reserve personnel on extended active duty on board ships, while actually at sea, and Reserve personnel not on extended active duty at sea or on shore. On 15 Oct 1949 the gray uniform was completely abolished and can no longer be worn by naval personnel.

Flying Stevedore Was in Naval Aviation in Both World Wars

At NAS Dallas, Tex., there is an aeronautical white-hat sailor with a background that just about puts him in a class by himself. He first joined the Navy during World War I — in January 1918 — before most of today's bluejackets were born.

Louis Levelsmier is the sailor's name and his rate is aviation machinist's mate, first class.

After first joining the Navy at St. Louis, Mo., Levelsmier was sent to Charleston, S. C., for rookie training, as they used to call it. From there he went to quartermaster school at Hampton Roads, Va. Upon completion of this schooling, he was designated a "landsman quartermaster, aviation."

Fledgling birdmen then were the object of the old blue-water sailor's scorn. They were nicknamed "flying stevedores." The latter half of this term was much more appropriate than the first, for the sailors in aviation caught all the dirty details and little or no flying.

Next came Pensacola, and a course in aerial gunnery. When Levelsmier finished this school he was sent to Philadelphia to stand by for shipment overseas. But Fate

rang the bell on the round called World War I, and Levelsmier was paid off without getting in a direct punch for his country. He left the service on 15 May 1919 as quartermaster, second class.

He then went to Texas, where he worked at various Army air fields.

Aviation, according to Levelsmier, hit rock bottom shortly after that. Some of the crack pilots of the

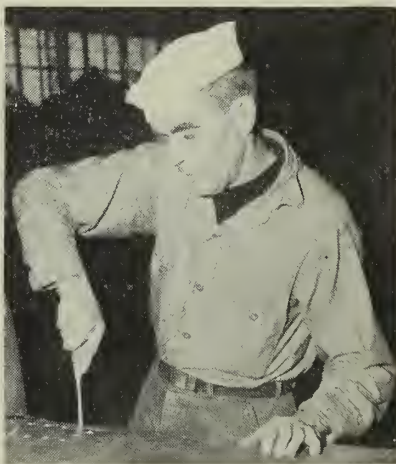
war kept the wolf from their doors by selling fifty-cent hops and flying oil men about the country. Levelsmier gave it up and took a job for the city of Dallas.

When World War II broke out, Levelsmier shipped over as an aviation machinist's mate, third class, and began his second volunteer hitch in the Navy.

Levelsmier was discharged 8 Sept 1945. He immediately went to work for the Army as a structural mechanic as he did in 1918. On 30 June 1946, the Army moved away as it did in the early 20s, and Levelsmier was again stranded.

But now the Navy had a greater interest in aviation than it had 25 years earlier. It set up its now-famous Naval Air Reserve and offered billets to veterans of the last war to keep them flying. On 1 July 1946 Levelsmier shipped on NAS Dallas again — this time as a station keeper.

He has seen the passing of the coal-burners, cage masts, wine messes and leggings, and expects to be around when the last tight-buttoned jumper cuffs disappear. — W. B. Sherrell, JO1, USN.



AERONAUTICAL white-hat, Louis Levelsmier, AD1, worked in naval aviation during both world wars.

General Line School's EMs Have New Rec Center

Enlisted men attached to the Navy's General Line School at Monterey, Calif., are now enjoying a brand new recreational center.

The club's 6,400 square feet of floor space provides room enough for 250 sailors and their guests to occupy the building at one time. Among the attractive features of the recreational center are a large library, a soda fountain, pool tables, ping pong tables and a large dance floor. A remote-control record player provides music when no orchestra is present.

Appropriate ceremonies were conducted on the afternoon of opening day. The club's original schedule called for doors to be opened daily at 1630, except on Saturdays, Sundays and holidays, when opening time would be at noon.

• **KODIAK HOUSING**—Demand for housing at the Naval Operating Base, Kodiak, Alaska, far exceeds the supply and it normally takes about six months for an individual's name to reach the top of the list, says an announcement from the commanding officer of the base.

"Many Navy and Marine Corps personnel continue to report at Kodiak expecting to obtain quarters within a few weeks," says the information. The only exceptions to the normal waiting time are certain key positions which have high priority.

Entry of dependents is not authorized until quarters become available, and it is recommended that they *not* be brought to Seattle, Wash., for the interim period.

• **SUB SCHOOL** — Applications are desired from qualified lieutenants (junior grade) and ensigns for submarine training in the class convening during the first week in July 1950. Applications should reach BuPers not later than 15 Feb 1950.

To be eligible, lieutenants (junior grade) must have date of rank as lieutenant (junior grade) of 6 June 1948 or later. Ensigns' date of rank must be prior to 1 July 1949. Officers are selected upon the quality of their fitness-report records and educational background. All officers applying for

submarine training should be qualified to stand OOD watches under way. Signed agreements not to resign during the course, and to serve one year in the naval service after completing submarine training, must be submitted with applications. One year of commissioned service as of 1 July 1950 is required for eligibility.

BuPers Circ. Ltr. 170-49 (NDB, 15 Oct 1949) is the official directive inviting these applications. Applications for submarine training submitted before receipt of that letter will not be considered unless resubmitted in accordance with the provisions of the letter.

COs are called upon to bring the circular letter to the attention of all officers who are eligible for submarine training and to forward all applications submitted to the Chief of Naval Personnel (Attn: Pers-3117). They should include in the forwarding endorsement a statement as to whether or not the candidate is qualified to stand OOD watches under way. Applications must be accompanied by a certificate of a medical officer stating the candidate's physical fitness for submarines as established by the BuMed Manual, 1945, paragraph 21133.

Length of the course will be six months, and the location is the Submarine School, New London, Conn. There are a limited number of quarters available on the Submarine Base for married officer students. Upon receipt of orders, married officers should request assignment to quarters from the CO, Submarine Base, New London, Conn.

Dispatch may be used if application for submarine training cannot reach BuPers in time by letter. Requests will be acknowledged.

• **INSTRUMENTMEN** — Beginning 17 Apr 1950, classes will be enrolled in the Naval School Instrumentmen, Class A, Naval Receiving Station, Washington, D. C., at 26-week instead of 16-week intervals.

The course of instruction will continue to be 32 weeks long. Classes will be enrolled at less frequent intervals so that facilities will be available for advanced training for instrumentmen. This move is in line with the Navy's increased emphasis on advanced training.

Input rate for the school will continue to be 10 trainees for each class convened.

HERE'S YOUR NAVY

A part of the Navy which should be understood and recognized by every sharp Navy person is the group of hard-working ships known as submarine tenders. Modern sub tenders such as *uss Fulton* (AS 11), *uss Sperry* (AS 12)



and *uss Bushnell* (AS 15) are as large as a good-sized ocean liner (10,000 ton), and strongly resemble a luxury cruise ship in outside appearance.

Their appearance is deceiving, for these ships are designed more for high mechanical production than for shuf-



fleboard and deck chairs. Powerful cranes on topside can hoist the heaviest equipment out of a submarine and lower it into the tender's splendid shops. There, skilled Navy technicians can repair and overhaul anything from periscope lenses to torpedoes and diesel engines.

While lying several-abreast alongside the tender, submarines can get their batteries charged and their water tanks filled. The tender's storerooms provide supplies, small stores



and spare parts. Sub crews flock to the tender for haircuts, dental repairs, to catch up on gedunks and to attend divine services on Sunday. Like a good mother, ASs look after their little flocks in every way.



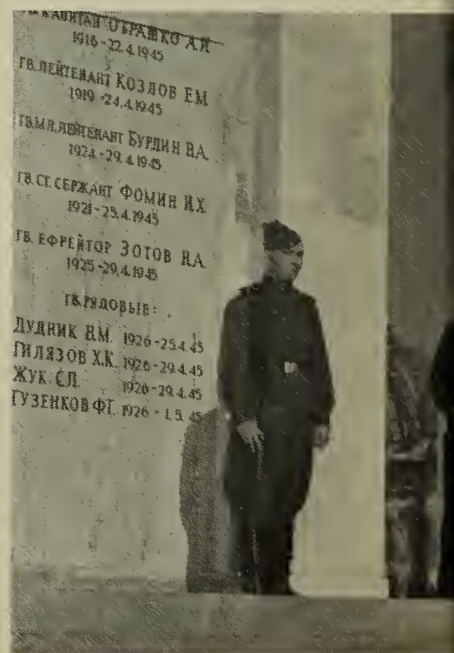
WAR-TORN Berlin is toured by sailor sight-seers. Above and above center: Charting a course. Below: A visit to the world-famous Brandenburg Arch.



Off-Duty Hours i

SAILORS on duty with the U. S. Naval Forces in Germany rate the sprawling city of Berlin high on their list of places to go and things to see.

The control point from which Hitler dominated most of Europe, the hub of Germany's transportation system, a center of war industries, the great German capital took a terrific pasting from Allied bombers during





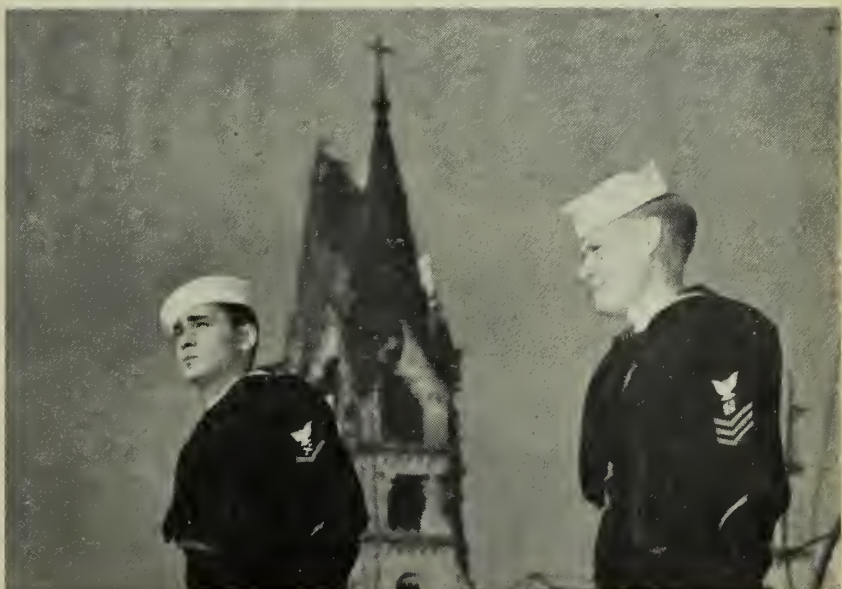
Today's Berlin

World War II. Mile after mile of the city's streets has been reduced to rubble lined with the burnt-out shells of historic buildings. In the heart of the city, almost every notable structure on Unter den Linden and Wilhelmstrasse was devastated.

This wasteland of crumbled stone and ashes is the graveyard of the German empire which evolved into



YARNS are swapped at one of Berlin's sidewalk cafes. (above). Below: Burnt-out shell of the Kaiser Wilhelm Church is a landmark in downtown Berlin.

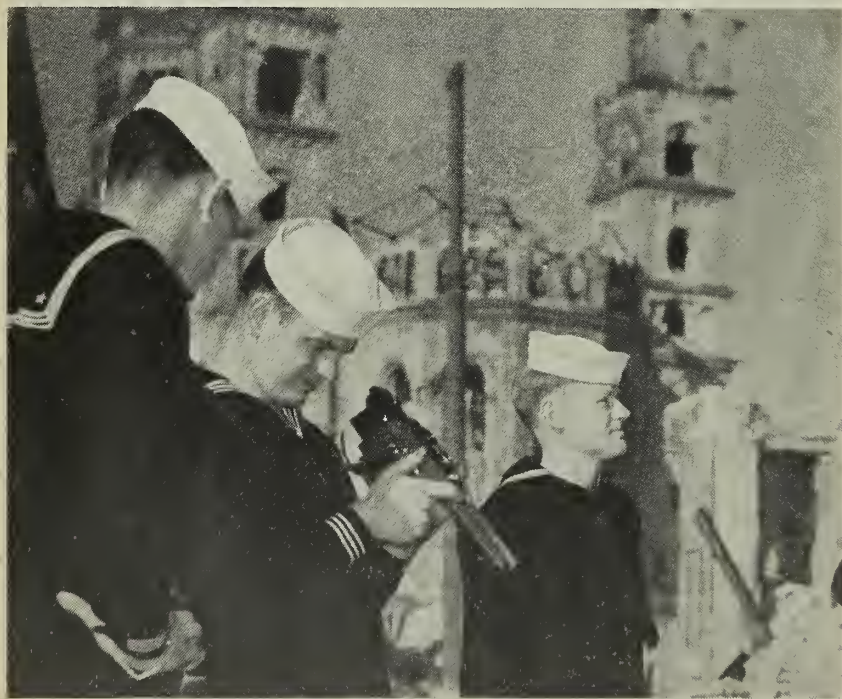


VISIT is made to the bombed-out Tiergarten area (below). Below center: Victory Monument was erected by the Russians soon after the war's end.





SIGHT-SEEING in the downtown area. Mile after mile of the city's streets is lined with rubble and the shattered remains of historic buildings.



SPECTACULAR ruins and heaps of rubble in the devastated German capital offer an almost infinite number of subjects for the Patrol's shutterbugs.

Hitler's infamous Third Reich. About these ruins hangs an aura of history and drama. No one can walk among them without an awareness of their significance to Germany and to the world.

Severely damaged but still an outstanding attraction is the magnificent Brandenburg Gate erected by Frederick William II as a monument to Prussia's war prowess. Another favorite target for snapshooters is the Kaiser Wilhelm Church, a prominent landmark in the shattered downtown area, built when Berlin was proud of its beauty.

A postwar addition to the wealth of impressive spectacles which Berlin offers sightseers is the massive Russian Victory Monument. Built immediately following the end of the war, it stands in what is now the British sector of Berlin. Mounted on its walls and columns are the names of Soviet soldiers who gave their lives in the battle for the city.

The Tiergarten area standing at one end of the once-tree-bordered avenue, Unter den Linden, is completely bombed-out. This area, once the royal hunting preserve, was known to every tourist who visited Berlin before the war.

The prewar Berlin is no more, *kaput*. But it is sometimes possible to capture, at sidewalk cafes, a little of the atmosphere for which Berlin was once so famous. After a day's touring, a pause for refreshments at one of these quiet spots brings sight-seeing sailors a little closer to the days of Berlin's glorious past.

Naviators Set New Speed Mark

Less than two hours from Pensacola, Fla., to Long Island, N. Y., is the new speed mark set by two Navy pilots flying *Panther* fighters.

Flying close after taking off together, the two planes made 1,020 miles in one hour and 57 minutes, an average speed of slightly more than 520 miles an hour.

Time of departure from Pensacola was 0728 central standard time, and time of arrival at Bethpage, Long Island, was 1025 eastern standard time.

Lieutenant Commander Ralceigh E. ("Dusty") Rhodes, USN, and Lieutenant Commander John J. Magda, USN, leader and member respectively of the Navy's flight exhibition team "Blue Angels," were at the controls of the Navy's newest carrier-based fighters.

Pearl CPO Club Is Crossroads of the Navy

THERE is a legend in the making that if you are a Navy chief, sooner or later you'll visit the CPO Mess (Open) of the Naval Receiving Station, Pearl Harbor, T. H. And after you have swapped scuttlebutt with other CPOs in the comfortable stag room, consumed a tender steak in the beautifully decorated dining room, and danced to soft music under the stars, the chances are that you'll agree it's one of the finest CPO messes of the Navy.

Located near the main gate of the Pearl Harbor Naval Base, the mess is just a few blocks from the docks where ships are moored, and is also conveniently located near the naval housing area. As well managed and organized as it is equipped, the club is the focal point of much of the social activity of CPOs and their families in the area.

Some of the social activity carried on by the mess includes a formal dance once each month, a weekly square dance, and a weekly bingo game. Wedding receptions, small parties and meetings and luncheons of the Aloha Navy Wives Club are held at the mess. The messes entertainment committee provides some form of entertainment for patrons every night.

One of the most novel features of the mess is its program for children. Each Saturday morning a two-hour movie for Navy children is pre-



FORMAL DANCE is held monthly. Mural in background is one of four, unique in all the islands, depicting Captain Cook's landings in 1779.

sented — not only for the youngsters of CPOs, but the children of all officers and enlisted personnel in the area may attend. Munching popcorn, the kids yell with delight at carefully selected comedies, cowboy serials and cartoons.

In the evenings, the CPOs and their wives don't have to worry about babysitters if they plan on visiting the mess. A nursery is operated in conjunction with the mess for the convenience of patrons. Here the parents can keep an eye on their children during the evening and at the same time relax, for a

nurse and her assistant are constantly in attendance.

Typical of the excellent interior decorating and furnishings of the mess are a group of murals which decorate the dance terrace.

The RecSta CPO Mess was formed in 1944 by a group of chief petty officers, who contributed \$10 each for membership. The amount collected was not sufficient, and \$5,000 was borrowed from another local service club to purchase necessary equipment. Today the mess is more than three times its original size, boasting a stag room, snack bar, dance terrace, dining room and cocktail lounge. A barber shop and package beverage store complete its facilities. The stag room contains three pool tables, a billiard table, shuffleboard and acey-deucey games. Here the chiefs can get together and swap sea stories undisturbed.

The dancing and dining terrace of the mess is considered one of the most beautiful in the Islands. The tables are sheltered and the dancing area is open and decorated with natural bamboo trees. At one end is a stage complete with microphones, floodlights and other facilities necessary for conducting entertainment. Here the chiefs can bring their wives for an evening of dancing, made even more pleasant by the refreshing trade winds. — Thomas C. Welsh, CSC, USN.



WELL APPOINTED stag room, where chiefs can swap sea stories undisturbed, boasts four pool tables, shuffleboard and acey-deucey games.

They'll Write Your Advancement Exams

THERE'S something new in Norfolk — something that's going to affect a lot of people. It's the Navy's new — and first — examining center, which will soon be supplying and grading all examinations for advancement in rating to pay grades E4 and above.

First task of the examining center was to prepare and mail out approximately 19,000 examinations for the CPO competitive exams of 1 Dec 1949. These were sent to the various administrative commands, from which they were distributed to individual ships and stations under their command. The examinations were held simultaneously throughout the Navy under uniform and strictly regulated conditions.

It is in the lower petty officer levels of promotion that the examining center's work will be most noticed and appreciated. Chief's exams have been administered by BuPers for some time, and responsibility for their preparation and grading has been removed from individual commands. Responsibility for preparation, conduct and grading of exams for the lower pay grades has rested with seventeen separate administrative commands such as ComServPac and ComPRNC, which has resulted in lack of uniformity of requirements and placed a major work load on already-busy ship's officers and administrative staffs.

During this year, the new examina-



BATTERY of CPOs is hard at work formulating sets of exam questions for the new standardized system for examining men for advancement in rating.

tion system will create something entirely new to the U. S. Navy — a system of completely uniform examinations for advancement to all ratings in the naval service. The new examinations will consist in most cases of two tests — a military requirement test and a professional test. In some instances there will be additional tests, known as operational — or practical — tests. Examples of these tests are typewriting for men competing for PN rates, and flashing light transmission for men going up for AC

rates. There are others as well. The military test will be the same for all men advancing to any particular pay grade, regardless of the man's specialty.

The professional test will cover the special knowledge necessary for each specific rating, of which there are 62. These, like the military test, will vary in difficulty between the lower ratings and the higher. Each of the two tests will contain 150 questions, making 300 questions in all. All questions will be of the multiple choice type, giv-



PROPOSED new exam is evaluated (left). Right: Exams are prepared for mailing to ships and stations all over world.

ing the "student" a number of answers from which to choose the correct one. Questions will be of the objective type.

Test papers will be returned to Norfolk after examinations are completed. There they will be fed into a machine that plays no favorites. The machine will compute the correct score for each man, and that will be added to his multiple computation. Those with the highest final multiple in each rating will be advanced regardless of vacancies in ship or station allowance.

The examining center itself occupies a building in the South Annex of the Norfolk Naval Base which was formerly used by the gunnery school. Its staff consists of approximately 120 persons, of whom 20 are officers and at least 62 are CPOs. Included are a number of civilians with several years' experience in test writing, employed in an expert advisory capacity. Each of the Navy's occupational fields is represented by one or more CPOs.

The staff is already becoming expert in constructing and analyzing tests. Each CPO becomes more proficient in his rating through constant thought and study in his specialty. The entire staff is enthusiastic about the examining center's work.

After each test, every question will be analyzed to reveal its effectiveness. Some will be altered and made easier or more difficult for later tests. Others will be discarded entirely. New ones will be written. To make up the tests for the 62 CPO ratings alone will require the analysis of more than 9,000 questions each year. A new test will be developed for each rating and each pay grade within each occupational group for every service-wide examination. Examinations for advancement to chief will be held annually. Those for promotion to other petty officer levels will be held semi-annually.

Eventually, examinations will be furnished and graded by the examining center for promotion of officers in the regular Navy and for advancement of Reserve personnel.

Other requirements such as sea duty and time in service, conduct marks and demonstrated ability remain much the same as before. These must be found satisfactory by each man's CO before the man becomes eligible for promotion. This will avoid enabling anyone to step ahead of his shipmates, on book learning alone.



SHIPMATES over 21 years ago at NAS Pensacola, RADM Austin K. Doyle and Paul Billeter, ADC, talk together about early days of naval aviation.

Ex-Shipmates Get Together After 21 Years

"It's a long time between visits," said the rear admiral, opening a package of cigarettes. He shook one up and extended the pack to his caller, who accepted a smoke.

"It sure is," answered the chief, urging a flame out of his lighter. "Like the song says, twenty-one years is a mighty long time."

Scene of the social call was the office of Rear Admiral Austin K. Doyle, USN, in the administration building at NAS Glenview, Ill. The host was the rear admiral, who commands the nation-wide Naval Air Reserve Training Program. The caller was Paul Billeter, ADC, USN, who — like the rear admiral — has been associated with naval aviation about as long as there has been such a thing.

"Twenty-one years is about right," the rear admiral agreed. "I haven't seen you since '28, have I?"

"Nineteen twenty-eight it was," said the chief. "You were a lieutenant flying F5Ls in Squadron Four, and I was a machinist's mate,

second, in Squadron Threc, at NAS Pensacola."

Thus the talk went on — two old-time shipmates hashing over bygone days: The Mississippi River flood of 1927 — both of them taking part in relief and rescue flights . . . the Red Cross acting as disbursing office, and the Standard Oil Company as inn-keeper. . . . Vicksburg as home base. . . . Those were the days when everybody in naval aviation knew everybody else and when some of today's top Navy figures were getting their first flight training.

After 1928 the paths of now-chief Billeter and now-Rear-Admiral Doyle didn't cross again until Billeter paid his call at Glenview.

The chief has been on continuous duty ever since he enlisted, in Portland, Ore., in 1923. Since 1933, he has maintained a home in Saginaw, Mich.

The rear admiral was appointed to the Naval Academy from New York in 1916. His official address is Pensacola, Fla.

Sussex's Hold Held Happiness

It was a great day in the north when the Navy cargo ship *uss Sussex* (AK 213) hove into sight off Alaska. Christmas was almost at hand, and *Sussex* and her cargo were just what Navy parents and children alike were hoping for — a combination of Santa Claus and a country uncle.

In *Sussex's* hold were thousands of tons of the stuff that makes for holi-

day happiness — and everyday happiness, too. For the holiday happiness there were toys for the children and turkeys for the entire family. For everyday happiness there were household effects just catching up with Navy home-makers, and automobiles and ship's store supplies.

Sussex returned to Seattle in time for her own crew to enjoy the winter holidays.



BOXING and bowling are highly popular sports at Norfolk. Flyers have won several 5ND titles in individual sports.

Sports-Minded Station Seeks All-Navy Crowns

AT THE All-Navy Basketball Tournament last season the Naval Air Station, Norfolk, Va., climbed to a prominent place among the sport-minded activities of the Navy on the sharp-shooting of its crack hoopsters, "The Norfolk Flyers." Now it seems that like a periscope breaking the surface, that first championship team was only a forerunner of bigger and better teams coming up.

Probably no activity of the Navy is more sports conscious at the pres-

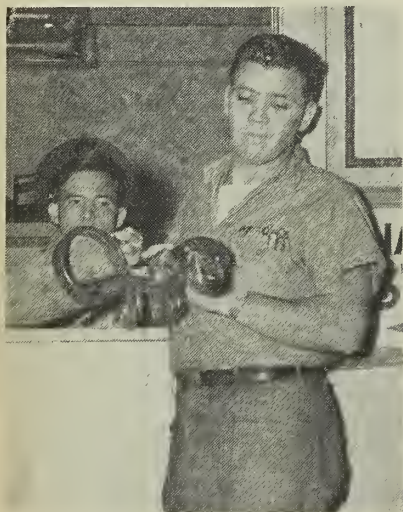
ent time than is NAS Norfolk. Its big, well-organized, and enthusiastically supported sports program is probably unexcelled anywhere in the Navy. An epidemic of "winning fever" has engulfed the station, affecting everyone from airman recruit on up. Ask any sailor on this vast, sprawling base and he will tell you that winning one All-Navy title just whetted their appetite — that they are hungry for more.

In putting on a sustained drive for All-Navy honors, NAS Norfolk has the natural resources and facilities to back it up. Available on the base are some 3,800 officers and enlisted personnel from which to ferret out talent. Its excellent gymnasium contains such facilities as a regulation basketball court and bleachers; boxing and wrestling rings and seats for 500 spectators; an indoor swimming pool; equipment for weight lifting, gymnastics, and tumbling; a four-wall handball court; and such equipment as whirlpool baths and ultraviolet lamps for unkinking knotted muscles. Also located on the base is an eight-lane, air-conditioned bowling alley.

But in its outdoor sports facilities is where the air station excels. Located on the base are some 26 softball fields, three baseball diamonds, a nine-hole golf course, swimming pool, football field, 28 tennis courts, six handball

courts and over a dozen volleyball courts. It's a common sight in spring and summer to see 10 to 15 softball and baseball games in progress simultaneously.

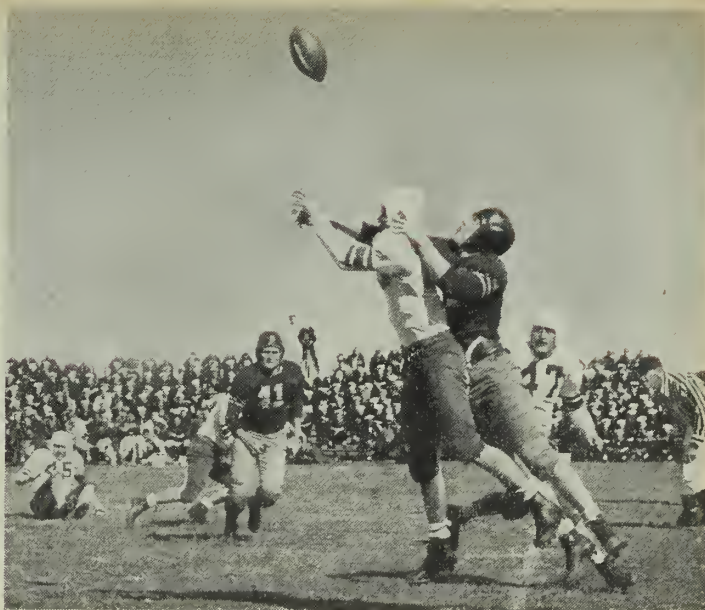
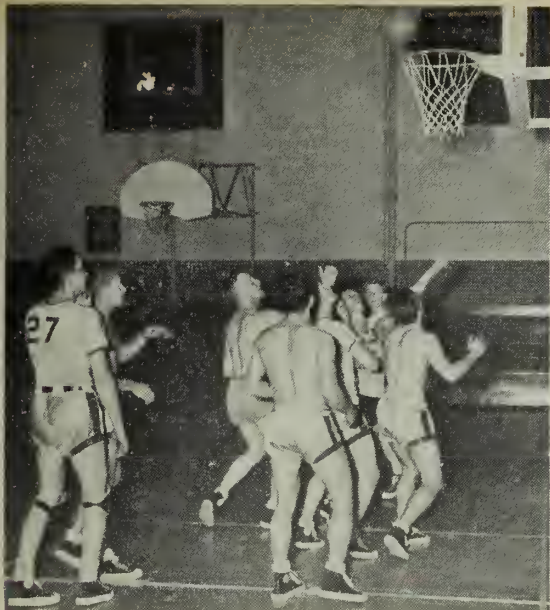
Varsity teams are fielded by the air station in all the major sports — basketball, baseball, softball and a combined air station-naval base football team. Varsity teams are also produced in the individual sports — swimming, boxing, wrestling, tennis, golf, bowling, handball and volleyball. Several



RECREATION department chief checks out set of golf clubs for use on the station's sporty 9-hole course.



FACILITIES in the gym include a 4-wall handball court for devotees of the fast, grueling pastime.



BASKETBALL and football varsity teams have stream of talent supplied by station's vast array of intramural teams.

5th Naval District titles in the individual sports are held by NAS personnel.

Supplying a steady stream of talent for the station's varsity teams is a vast array of intramural squads. Red-hot competition in these intramural leagues draw almost as much spectator interest as do the varsity teams. The station's well-organized intramural program is headed by L. E. Barrett, ADC, usn, under the direction of the NAS athletic director.

Currently 16 intramural basketball teams are battling tooth and nail for the station hoop championship. During the softball season 26 intramural teams fought it out for the title. Twenty-three station bowling teams are engaged in hot competition. Many other intramural squads are fielded in touch football, tennis, volleyball, boxing, swimming and golf. One intramural football team, representing the station's O&R Department, turned in a good performance during its first year of competition in the fast Tidewater Amateur Football League.

Goal of all intramural competition is the Commanding Officer's Cup — a trophy awarded at the end of each calendar year to the station unit massing the largest number of points under a strictly graded system of granting credit for league standing in each of the sports. The Flyers take their sports seriously and competition for this cup is as spirited as a big league pennant race.

All equipment for every sport played on the station is supplied from



BASEBALL diamonds (above) and swimming facilities (below) are top notch.





SWARM of tacklers stop *Kearsarge* fullback Leroy Merle cold in a game in which Newport Naval Prep topped *Kearsarge Raiders* by a 15-13 score.

the air station's well-stocked athletic storerooms. Hundreds of uniforms, shoes, socks, and other personal equipment are issued to both varsity and intramural teams. Basketballs, baseballs, softballs, volleyballs, handballs, gloves, bats, footballs, golf clubs and ball, tennis balls and racquets — in fact practically any item of sports equipment you can name — are available in quantity. NAS varsity teams are supplied from the skin out with the finest equipment obtainable.

While all of its varsity teams turned in creditable records last sea-

son, this year they plan on rolling ahead under a full head of steam. Many of the regulars of last season's fine hoop squad are back, and finding a battle on their hand to keep a crop of talented newcomers from displacing them.

The NAS baseball team vows it will have more talent this season than ever before. Top-notch boxers and a crop of muscular newcomers are pounding a steady tattoo on punching bags as they warm up for All-Navy competition. The varsity bowling team won the 5th Naval District

last season, expects to go further this year. NASers say a hot-shot softball team will be blossoming out in "Norfolk Flyer" uniforms this year.

Probably the attitude that best reflects NAS Norfolk's "go get 'em" athletic spirit is typified by a remark made by an air station sailor who stopped to look at the NAS trophy display case. "That All-Navy Basketball Trophy sure fits nice in there," he said. "There's plenty of space for some others, too."

Whaleboat Racing Revived

Whaleboat racing, one of the favorite sports of the "Old Navy," has been revived.

When two British warships, HMS *Snipe* and HMS *Glasgow*, visited Annapolis, Md., plans were made for a whaleboat race between crews from these vessels and a crew from USS *Reina Mercedes* (IX 25). A one mile course was laid out on the Severn River.

The 11-man boat crew of *Reina Mercedes*, coxswained by Robert Watson, SN, USN, quickly pulled ahead of competing boats and finished the race by more than four lengths ahead of a boat from HMS *Snipe*. The winning time: 10 minutes and 30 seconds.

In a gesture of good sportsmanship, the British crews gave three cheers for the victorious U. S. Navy team as the crew of the American boat tossed their coxswain into the Severn River.

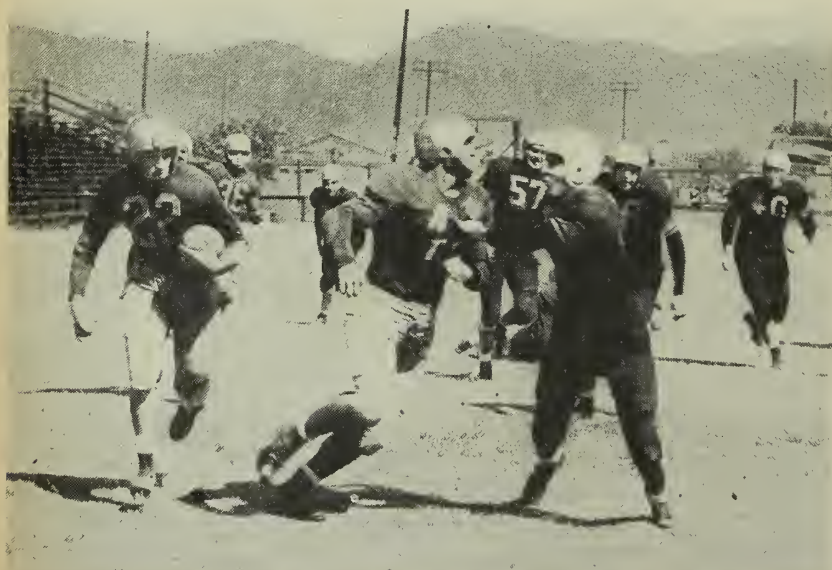
All five crews rowed American-type whale boats, using 10 oars instead of the usual twelve and a coxswain. These craft are 28 feet long and weigh more than one ton.

SubPac Invades Mexico

For the second successive year a Navy football team has successfully "invaded" Mexico.

This season the Submarine Raiders, gridiron crew of Submarine Force, Pacific Fleet, tangled with the Colegio Militar, Mexico's "West Point" in a game held in Mexico City's Olympic Stadium. The Raiders won by a 34-20 score.

Although a crowd of over 6,000 turned out to witness the contest, the Naval Attache at Mexico City estimated a much larger turn-out would have been possible with a longer publicity build-up. However, transportation difficulties held up approval of the game until one week prior to the date set for the contest.



ROMPING for a TD, Elmer Callahan led Marine Forces Pacific to victory over NAS Barber's Point and the top spot in the inter-service football race.

El Toro's New Gym

Marines at MCAS El Toro, Calif., will soon have one of the finest gymnasiums in the country in which to conduct indoor sports.

Now under construction on the Marine base is a \$103,000 Memorial Gymnasium. The giant indoor arena is being transferred piece by piece from the old Santa Ana Army Air Base and reconstructed. It will contain basketball courts, boxing rings, plenty of seats for spectators, showers and locker rooms.

Construction costs are being paid from unappropriated funds obtained from a Marine Memorial Fund amassed during the war, plus about \$3,000 from the profits of base officer and enlisted clubs.

In the past El Toro Leathernecks have conducted their indoor sports in the local YMCA and high school gymnasiums.

All-Navy Sports Calendar

Here's the dope on future All-Navy championship events.



Bowling

13-15 Feb 1950
(telegraphic matches)



Basketball

Week of 12 Mar 1950
Norfolk, Va.



Wrestling

Week of 26 Mar 1950
RecSta, Wash., D. C.



Boxing

Week of 14 May 1950
NTC San Diego, Cal.



Tennis

Week of 16 July 1950
USNA, Annapolis, Md.



Golf

Week of 6 Aug 1950
NAS Glenview, Ill.



Swimming

Week of 20 Aug 1950
NAS Memphis, Tenn.



Softball

Week of 10 Sept 1950
Treasure Island, Calif.



Baseball

Week of 17 Sept 1950
Pensacola, Fla.



Football

Saturday, 16 Dec 1950
Washington, D. C.

SIDELINE STRATEGY

It's interesting to note that certain sports groups around the Navy are gaining reputations for turning out top teams in a particular sport. For example, mention the South Central Group and you think of the champion swimmers that habitually turn up there. Speak of the West Coast Group and the conversation turns to softball and boxing.

However, the West Coast Group can hardly be limited to domination of only two sports. There is no question but what this group is the most active of the sports areas. In the San Diego area particularly, from January to December fiery competition in the 11 All-Navy sports keep fans worked up to a feverish pitch. Few All-Navy finals are held without a representative from this area being very much in the picture.

It's pleasing to report the sports drums are beginning to beat louder on the East Coast, particularly in the Northeastern Group. A great sports program is rolling full speed at NAS Quonset Point, R. I. These lads can be expected to give competitors in all sports—especially team sports—a lot of trouble in the near future.

When the U. S. Naval Barracks, Washington, D. C., football team tangled with Longwood Prep it appeared the lightweight sailor squad was battling for a lost cause. The Navy backfield hit a stone wall every time they attempted to penetrate the

heavier Longwood line. By half-time the Navy team trailed 13-0.

In the last half 160-pound Sam Severino, SN, usn, decided to take matters in his own hands. Breaking through the Longwood forward wall, he intercepted a screen pass and raced 60 yards for a touchdown. Again in the fourth quarter he plunged through the opposition's line, blocked an attempted punt, grabbed the pigskin and lugged it into the end zone. Both conversions were good and the Navy team won, 14-13. Not a bad afternoon for a substitute guard.

Reports seeping in from the West Coast indicate that AirPac, thwarted in its attempt to reach the All-Navy pigskin finals, is going all-out to capture the All-Navy basketball crown for '49-'50. Don Collett, JO1, usn, who sparked the Pearl Harbor quintet a couple of seasons back, is expected to help the AirPackers considerably toward their goal.

Around this time of year the most persistent inquiry directed to this department is, "Who has the hot hoop teams this year?" On the basis of reports received in this office, it looks as though the top contenders for the '50 All-Navy basketball title will be the "Norfolk Flyers," NAS Pensacola, Quantico Marines, AirPac, MCAS Cherry Point, SubPac, PhibsLant and the El Toro Marines—but not necessarily in that order. — Earl Smith, JOC, usn, ALL HANDS Sports Editor.



Neophyte Navigators



CADETS from NAS Pensacola turn up engines on the flight deck of USS *Cabot* prior to making the six landings required to qualify as carrier pilots.



FLIGHT GEAR is donned in ready room prior to briefing for a carrier training

AT VARIOUS times in the past **ALL HANDS** has carried a coverage of NavCad matters — rules and requirements for applying for NavCad training, and certain other matters concerning the NavCad's career. Let's take a look at what happens to applicants who are accepted.

NavCads, like midshipmen in training to become naval aviators, get their aeronautical schooling at NAS Pensacola, Fla.

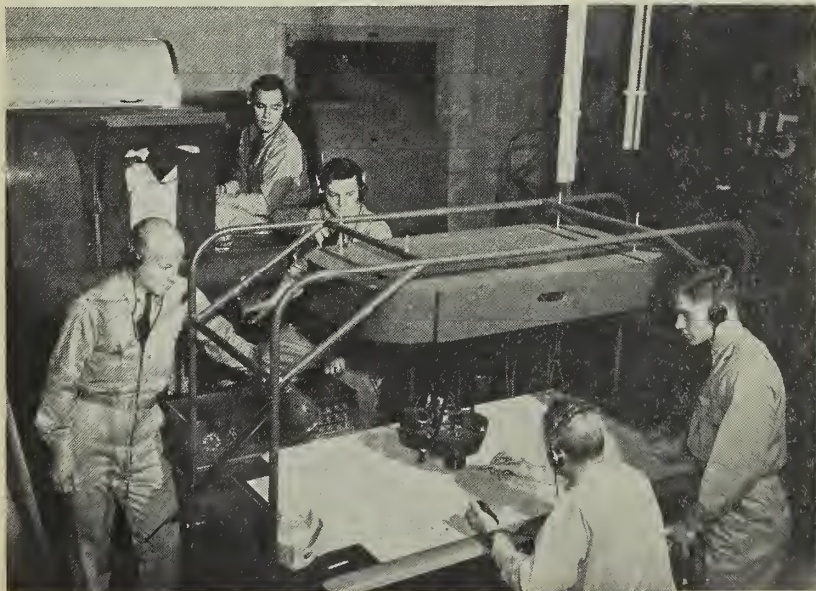
Upon arrival at NAS Pensacola,

the first step is to get the foundation laid for the NavCad's flying career. This foundation consists of 16 weeks of pre-flight training. Ten subjects are covered during this period — aerology, communications, engineering, essentials of naval service, gunnery, military organization and operation, aerial navigation, physical training, principles of flight, and survival.

If he successfully completes his pre-flight training, the NavCad moves on into the 28-week course called

basic training. "Basic" covers more thoroughly the subjects studied in pre-flight, and the following additional ones: civil air regulations, practical electronics, flight physiology, night vision, operational fatigue, first aid for crew casualties and the importance of the flight surgeon, instruments, the link trainer, aerobatics, safety, and support in flight.

The students learn basic flying during this period, and finish up by qualifying in carrier operations. Before



LINK training (left) and altitude chamber experience with anoxia are considered life insurance by all naval aviators.



Top. Officers who have already earned their Navy wings sit by and offer advice.

they actually land on carriers, however, they make a good many "carrier landings" on a marked-off portion of the flying field. They call that terra firma flight deck "Bounce Field," and all carrier techniques are followed during their training there. Following this phase, each student must make six landings on a real carrier at sea.

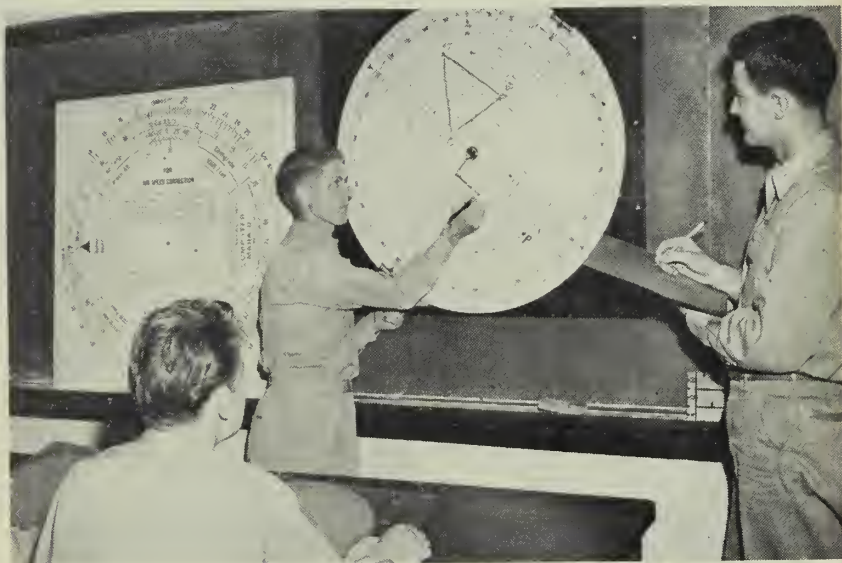
After basic training, the students enter the advanced stage at Corpus Christi, Tex. There they split into two groups — one of which will continue to train in single-engine aircraft and one of which will go into multi-motored planes. The advanced course is 14 weeks long in either case.

The Training Command also now conducts a one-month course in jet familiarization at Whiting Field in the Pensacola area. This is given to a small percentage of the students who have completed advanced training in fighter-type aircraft. The jet syllabus consists of both ground school training and flight training in jet aircraft. Students from the Training Command enter the jet course as naval aviators after qualifying aboard a carrier at sea in service fighter-type aircraft.

Upon graduation from the Annapolis of the Air, the student is commissioned an ensign in the Naval Reserve or Regular Navy, or second lieutenant in the Marine Corps. See ALL HANDS, September 1949, p. 49.



FEMININE companionship is readily available. Above: Cadets and dates head for an afternoon of swimming in the warm waters of the Gulf of Mexico.



MASTERY of navigation is of paramount importance to Navy pilots (above). Below: LSO gives a cadet 'the cut' during a carrier qualification flight.





VITAL LINK between public and its fighting forces is maintained by personnel trained at A. F. Information School.

Learning to Give the World the Word

WITH public interest running high in military affairs, the armed forces are convinced the nation should be supplied a steady stream of news — and they are training men to supply it.

At the Armed Forces Information School, Carlisle, Pa., carefully picked officers, enlisted personnel and civilian employees from each of the armed forces are being molded into a vital public information "link" designed to strengthen the relationship between the general public and its fighting forces and to create greater mutual interest and understanding.

Among other things, these personnel are being taught to transform verbose official documents into interesting and informative articles made-up of short concise paragraphs similar in form and scope to the easily understood reading matter of a newspaper.

Another mission of the school is to instruct personnel in armed forces "troop" information and educational procedures. This group of students is being trained to supply the sailors, soldiers and airmen of the armed forces with clearly-written informa-

tion on what is happening both inside and outside the military circle.

Later many of these students will edit the hundreds of service newspapers supplying information to military personnel all over the world. Others will fill internal informational billets of various types.

Under a recently revised curricula, four courses are being conducted at the school. Two courses — one in public information and one in armed forces information and education — are given officers and civilians of equivalent status. These courses are each 14 weeks in length.

Enlisted personnel also receive instruction in two courses — one in public information and one in armed forces information and education. The subject matter of the two courses is similar to courses given officers, but greater emphasis is placed upon the mechanics of skillful writing, radio work, etc. In the officer courses the emphasis is placed upon the administration of public information units. The enlisted courses are six weeks in length.

Basically, enlisted personnel are taught the formula for preparing vari-

ous types of news stories, organization of newspapers, ethics of news writing, copy editing, proof reading, preparation of headlines and slanting of news copy toward a particular type of reader. For example, a story on a newly - developed Navy torpedo



CURRICULUM draws on the students

would probably be written or slanted differently for civilian or Navy readers because it could be assumed that Navy readers are more familiar with the subject and be more interested in technical details of its construction.

All enlisted personnel ordered to the school must show a genuine interest in public relations work, and have a high general classification test score. For Navy personnel a GCT score of 50 or higher is required.

Officers ordered to the school must be eligible for advancement in rank or grade and have the necessary background assignments. They must have a genuine desire to attend the school.

In the public information courses students are taught how to conduct interviews both for preparation of news stories and radio interviews on tape recorders. These tape-recorded three-minute interviews are sent to the home town radio station of the man interviewed, where they are broadcast.

The fundamentals of photography are taught the student — not with the intention of teaching him to become an expert photographer, but to familiarize him with the subject so he can recognize a technically good or bad picture and know how to eliminate the unimportant sections of a picture to be reproduced. He also learns how to assign photographers to obtain best photo coverage of an event.

The period of study on radio subjects includes radio script writing, radio program production and an-



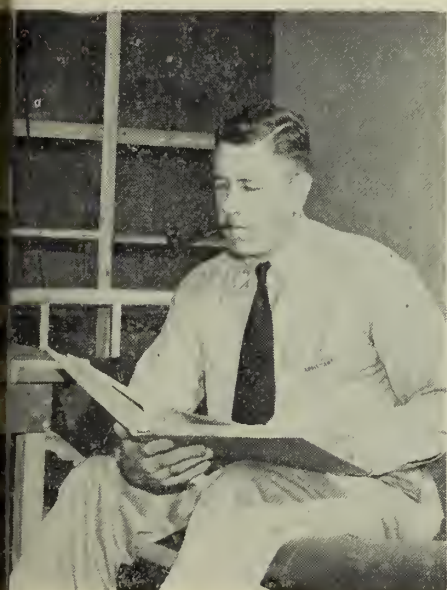
'LIVE' PROGRAM is produced as part of a comprehensive radio course includes control board operation, script writing, programming and announcing.

nouncing. The student is taught how to operate a control board, microphone technique, and radio show timing. Before graduating they present an actual show under real conditions.

Platform delivery, rate of delivery, voice control, methods of attracting attention, and organization of speeches are some of the things taken up in the speech classes. Each student must deliver several speeches during the course, which are dis-

cussed by his audience as to technical faults. It has been found the speech class does much toward developing personal poise and confidence in the students.

A large number of lectures are given the students on economics, government and world affairs. Visual aids on these subjects supplement the lectures and are followed by discussion periods. It is considered vital that students have a well-rounded knowledge of these matters in order



Off-duty hours. Cramming and preparing assignments (left) takes time and frequent trips must be made to library (right).



DANCE and buffet dinner highlighted commissioning ceremonies at new club. Music was furnished by the top-notch band from NAS Jacksonville.

EMs at Small Facility Have Big-Time Club

At the U. S. Naval Air Facility, Glynco, Ga., some distance from the town of Brunswick, enlisted men are enjoying a small new recreation center which they consider equal to any of the larger ones.

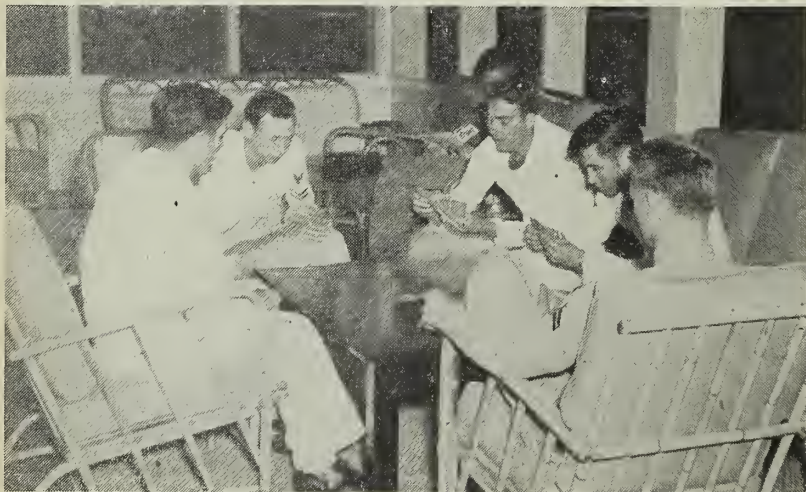
NAF Glynco is manned by only about 150 men, but the small number of personnel didn't diminish the need for recreation and relaxation. Entertainment facilities in nearby towns weren't all that a larger city would offer. The best solution, the men thought, would be an EM club on the station.

It took plenty of hard work, planning and scrimping, but everybody from the skipper to the mess cooks

pitched in and it wasn't long before the project began to show promise. Soon there were gleaming waxed floors, pool tables, comfortable and appropriate furniture, flowered drapes, venetian blinds, a refreshment bar.

"It just goes to show you," one visitor said, "what a small base with ideas and determination can do." Within a few months an unused space had been transformed into a comfortable and pleasant club for the enjoyment of all hands and the ship's cook.

Personnel of NAF Glynco think their EM club is about as fine as they come.



COMFORTABLE and modern, furnishings in Glynco club make it a pleasant and convenient spot for reading, relaxing, visiting and card playing.

to perform their work efficiently and with professional assurance.

Lectures cover the constitution of the United States, the salient features of our national background, our relationship with foreign powers, the foundations of national power, the United Nations and our position in overseas areas.

All public information personnel must be proficient typists and are taught touch-typing during the course if not already good typists.

The Armed Forces Information School has a staff of Navy, Marine, Army and Air Force instructors. The school is operated by the Department of the Army under the direction of the Secretary of Defense.

Eventually the three services hope to have highly-trained public information specialists stationed at all key activities, providing a steady-flowing network of information to the personnel of their own organizations and to the public. — Kip Cooper, SD1, USN.

Wreath to Guadalcanal

It's a long way from Corbin, Ky., to Guadalcanal, but David Wallen, whose Navy son lost his life near Guadalcanal in 1942, plans to make the journey — and on foot.

The 54-year-old Kentuckian set out for San Francisco a couple of months ago, carrying a two-foot aluminum wreath on his back. Five days later he arrived in Knoxville, Tenn., approximately 100 miles along on his journey. There he stopped for a weekend to rest and attend church.

The wreath is of a cypress leaf and bud design, a traditional symbol of mourning, mounted on a metal disc. A plaque in the center of the disc commemorates Mr. Wallen's son, who died in the explosion and sinking of the light cruiser USS *Juneau* (CL 52) after the ship was torpedoed near Guadalcanal. Each of the other 688 men in *Juneau's* last crew is honored by a tiny wreath attached to the disc. Three hundred and ten of these men, including the five Sullivan brothers, lost their lives in that sinking. Mr. Wallen plans to cast the wreath into the sea at Guadalcanal in memory of his son and his son's shipmates.

Asked by a reporter how he intended to cross the Pacific, Mr. Wallen answered, "I'll get there if it's the Lord's will. I'm not an educated man. I'm just going by faith. I'm placing my trust in the Lord."



Ambassadors of Goodwill

CURIOUS natives and Marines assigned to the Sixth Task Fleet made friends quickly during amphibious maneuvers on the coast of Crete.

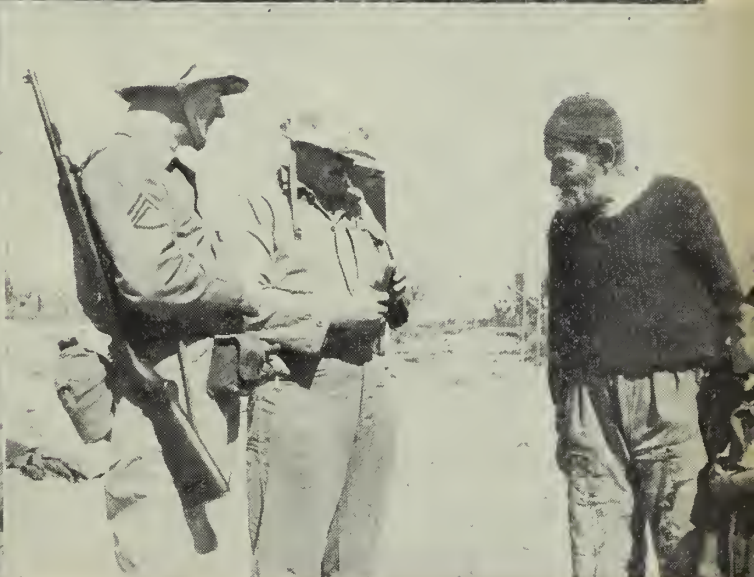
Clockwise from above: Weary Marines chat with Greek beach guard following the exercises.

Youngster peddles watermelons 'two for doll-lar.'

Urchins watch with intense interest the Marine advance.

Grizzled beachcomber and grandson can almost taste the cigarettes they are about to receive.

Intricacies of the carbine are explained to a Greek sailor.



Spare-Time Sailors Are Staying Savvy

SOUTH of the Mojave Desert, in the sand and sagebrush of California, there's a part of the sea-going Navy.

In Box Elder County, Utah, a naval activity, enthusiastic but tiny, like a barnacle, is today in efficient operating order.

It's the same at Natchez, Miss., Niagara Falls, N. Y., Pittsburgh, Pa., in Burlington, of Iowa, or Burlington, of Vermont — take your choice.

In each of these cities, towns or villages you'll find a unit of the "civilian Navy," one or more of the 2,000 Volunteer Naval Reserve drilling units whose members meet and train in their specialty, as part of a vast preparedness program.

Some 53,000 Volunteer Naval Reservists go to drill sessions regularly, either with volunteer or organized units, and receive not a cent of pay for their time and effort. But they draw a big dividend in personal satisfaction, and they keep up with their Navy jobs.

From Alaska's Kodiak to Coco Solo, in the Panama Canal Zone, the string of Volunteer Reserve units extends

for 5,000 miles down the American continent. There are units as far west as Hawaii, and now that restrictions have been removed, Naval Reservists can join or help form units in the occupied areas of Europe or overseas possessions.

The spare-time sailors of the Volunteer Reserve, who are tool-makers, farmers, accountants, engineers or clerks in their civilian jobs, maintain their Navy contacts by specialist training in 30 different types of units.

About 3,000,000 man-hours of drill training were chalked up this past year by Volunteer Reservists alone. The primary cost to the Navy was for instruction materials and a minimum amount of equipment required by special components such as Electronic Warfare units.

Everything from industrial mobilization to harbor defense is studied by the Volunteer Reservists at their meetings. There's a program for the automotive engineer, the scientist, the postal clerk and the policeman.

Here's what they study. Take, for example, the Volunteer Supply Corps component, with 87 units operating

nationally and an enrollment of 3,000 officers and enlisted personnel.

During a period of one month, members of SC Reserve units in Indianapolis, Ind., scheduled seminars in *Navy Regulations* and *Meat Packing*. (Navy messes served close to 1,000,000,000 pounds of meat during World War II.)

During the same month, in Omaha, Neb., Supply Corps personnel attended lectures on *Railroads* and *Aluminum*. (The SC job calls not only for shipping and planning, but stock control and inventory of all types of material.)

And in Jacksonville, Fla., they learned about *Naval Courts* and *Leather*. (The average blucjacket wears out 3½ pairs of shoes a year, just one item in Navy issues.)

Today's Navy is an organization of specialists and technicians, whose mobilization jobs cover a multitude of diverse and widely separated fields.

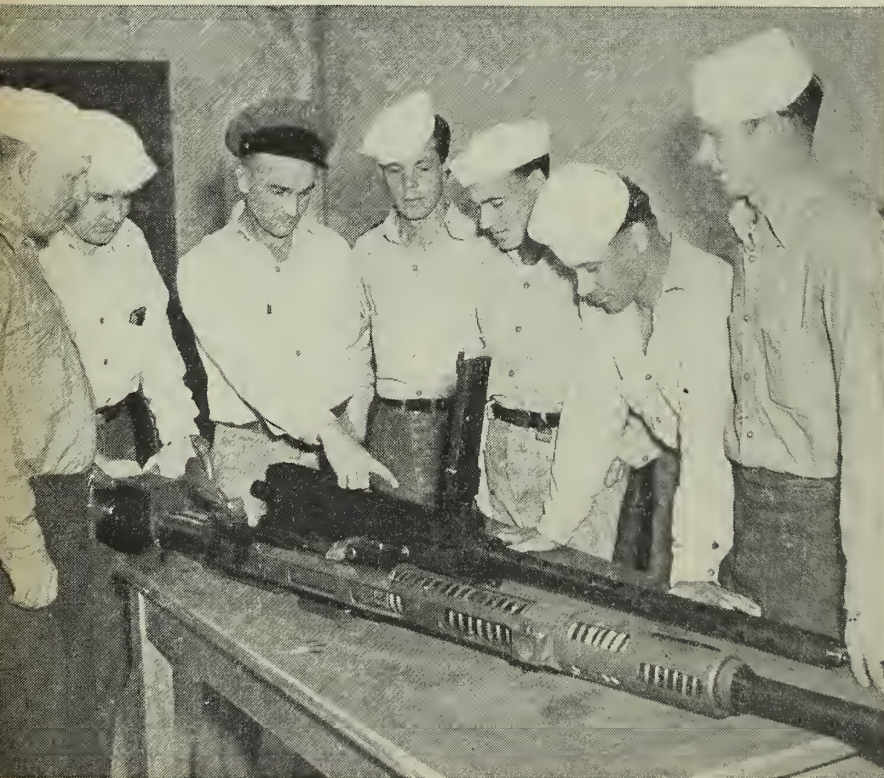
The mission of the Volunteer Naval Reserve is to provide a large component of qualified or partially qualified personnel, men and women, both officer and enlisted, available for active duty in the event of mobilization. This component will supplement the Organized Naval Reserve and in addition will provide the large number of specialists whose training in the Organized Naval Reserve is not contemplated.

Nearly one out of every four Naval Reservists is participating actively in the Navy's training program either in a drilling status as a member of an organized unit (174,000), as a Volunteer attending drills (53,000), on full time active duty (19,500), or enrolled in correspondence courses (18,000).

In addition, an estimated 150,000 Reserve officers and enlisted men participated in the annual two-week training program, ashore and afloat, during the past calendar year.

The Organized Reserve is generally confined to training personnel for billets in the sea-going surface, submarine and air components of the Navy. The Volunteer Reserve provides training on a less extensive scale, but in a wider number of fields.

While the volunteer units operate to train "pools of personnel" rather than entire units which would be mobilized as groups, the Reservists



MISSION of the Volunteer Naval Reserve is to train or partially train a large component of personnel available for mobilization in an emergency.



SPARE-TIME SAILORS maintain Navy contacts and know-how by specialist training in 30 different types of units.

learn the value of teamwork and have put it to the test successfully. This Reserve teamwork is exemplified by the Volunteer Electronic Warfare facility at Harlingen, Tex., which, among other accomplishments of the past year, rescued a lost plane.

The aircraft, flying blind in an overcast during bad weather, was located and led to a safe landing through the efforts of the volunteer unit. A tower control operator at a nearby airport requested the EW unit to attempt to contact the transport plane, when it was unable to determine its position en route from Mexico, after the cloud ceiling had descended to about 300 feet.

Locating the transport on its radar, the electronic unit kept the tower fully advised of its position, enabling the operator to direct the plane to the airfield for a safe landing.

"Operations of this sort," the EW unit's commanding officer stated, "are practiced every Saturday, but this is the first time the training was put to an emergency test."

Within the framework of regulations for establishment of Reserve units, groups of Reservists have set up activities to fit their special needs, desires and local conditions.

Petroleum units are set up in oil districts of the nation. Cities like Detroit are natural locations for automotive transportation units.

The Volunteer Research Reserve, which numbers distinguished scientists among its members, now has its first all enlisted unit, in Washington, D. C. The members of this unit in-



TRAINING material is made available to the Volunteers (above and below).





'AIR BOOTS' take cruise on carrier. Completion of the 'air boot' training program qualifies Volunteer Reservists for place in the Organized Reserve.

clude enlisted men whose civilian jobs are in the field of scientific research, electronics, tool making, physics and experimental medicine.

In every naval district and river command volunteer programs have been established for the purpose of assisting Reservists to participate in some form of training. All Reserve officers and enlisted personnel of V6 classification (inactive) may submit requests to their commandants to form units.

In areas where no specialist unit

has been organized that fits an individual Reservist's classification, he can still participate in the program via the "composite" type of unit.

The composite unit is especially designed to cover the needs of Reservists in smaller cities, where there is an insufficient number of specialists to support a specialist type of unit. Such a unit may be composed of both male and female personnel, including officers of all ranks and classifications, and enlisted Reservists of all ratings and specialties.

Here are a few of the benefits to be gained by associating with a Reserve unit: increased naval knowledge, maintenance of Navy contacts, priority for selection for billets when occurring in the Organized Reserve, qualification in part for retirement benefits, advancement and promotion.

The Bureau of Naval Personnel with the advice and assistance of other bureaus and offices of the Navy Department which are primarily interested in the sponsorship of specialized programs, is responsible for the activation and coordination of authorized training programs. This extends to the preparation of training guides, instructional materials, advice on training requirements, and keeping the units informed on naval policy and directives.

But it is community interest which is largely responsible for the 2,000 volunteer units now operating.

The Volunteer Reserve activity of your home town exists because Reservists got together to form units and in many instances located the quarters where they could meet.

Volunteer Naval Reserve appropriations do not permit the construction or renting of quarters. However, Reservists can usually find facilities in civic buildings, posts of veterans groups, or educational institutions. All NRTC facilities of the Organized Reserve are also available for volunteer training when not in use by organized units.

What about the man who lives too far away from Reserve drilling units to join? Distance is relative. One Reservist traveled 18,480 miles in one year to attend drill sessions! Lieutenant Commander L. A. Patterson had a perfect drill attendance record for two years, during which he commuted from Buffalo, N. Y. to Willow Grove, Pa. — a distance of 770 miles.

But for those who cannot attend drills, there are home study courses.

During the three month period of July-September 1949 there were approximately 25,000 persons enrolled in officer correspondence courses, of whom 18,000 were Reservists. At the same time, the number of applications for enlisted training manuals has been mounting each month.

The naval veteran who once joined the Navy to see the world, is now joining again, as a part-time sailor, with the Naval Reserve in his home town.

Volunteer Drilling Units Cover Variety of Fields

This is the latest list of Volunteer Reserve drilling units, which is growing daily:

Type of Unit	No. Units Activated	Type of Unit	No. Units Activated
Armed Forces Radio	1	Industrial Relations	8
Automotive Transportation	18	Intelligence	13
Aviation (AVUs)	59	International Affairs	1
Aviation (VAUs)	108	Law	108
BuShips	31	Medical Corps	52
Chaplain Corps	19	Military Sea Transportation	
CLC-Seabees	287	Service	80
Classification	3	Ordnance	54
Communications	1	Petroleum	23
Communications Supplementary		Port Director Composite	14
Activities	4	Postal	5
Composite	245	Public Relations	14
Dental Corps	86	Research	65
Electronic Warfare Companies	314	Safety Engineers	3
Electronic Warfare Platoons	263	Shore Patrol	7
Harbor Defense	6	Supply Corps	87

TOTAL NUMBER OF UNITS

1,979

LETTERS TO THE EDITOR

Shipping Over and FR

SIR: I am a short-timer with over 18 years of continuous service, and I intend to reenlist soon. Under the present law I must reenlist for four or six years. This brings up two questions:

1. Can I enter the Fleet Reserve upon completion of 20 years' service if I reenlist for four years?

2. Can I enter the Fleet Reserve upon completion of 20 years' service if I reenlist for six years, and will I have to pay back any money for unserved time? — T. A. S., TMC, USN.

• In either case, you may transfer to the Fleet Reserve upon application therefor. There is no ruling at present which would require you to refund any of your reenlistment bonus. — Ed.

Left-Handed Compliment

SIR: In the October 1949 issue there is a cartoon on page 52 showing a raft of presumably shipwrecked marines.

Although I got a big laugh from the drawing, the rifles held by the corporal and PFC are in a position which is probably intended to be either "port arms" or "inspection arms," but in either case the muzzles are pointed in the wrong direction.

Maybe it's part of the joke, but I don't see the connection. Is it intentional or doesn't the cartoonist know his Manual of Arms? — B. F. C., PFC, USMC.

• Maybe they're left-handed rifles. — Ed.

Military Duties

SIR: We would like some information concerning the military status of electronic technicians, in regard to standing shore patrol, deck watches, etc. We believe that there is, or was, a BuPers letter or some authority that outlined an ET's military duties.— Destroyer ET gang.

• There is no letter in existence to date issued by the Bureau of Naval Personnel exempting electronic technicians from performing the military duties of a petty officer such as standing deck watches, shore patrol, and other military requirements. They are classified with other petty officers of the same pay grade with regard to performing military duties. However, possibly fleet, force or type commanders have issued special instructions for ET petty officers stating what types of military duties they are to perform, and from which they are exempt.—Ed.

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letters to: Editor, ALL HANDS, Room 1807, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

Navigator's Yeoman Rate?

SIR: I have worked as navigator's yeoman for two years, and would like to know if there is any specific rate for same. Some say there is a rate of that kind and some say there isn't. If there is, what does the rating insignia look like? Also, what does the rating badge for communications yeomen look like?— F. J. F., YNSN, USN.

• There is only the one general service rating of yeoman, regardless of particular duty assignment. Clerical duties in communications are normally performed by telemen. Therefore there are, of course, no rating badges such as those you asked about. The pamphlet called U. S. Navy Uniform Regulations (NavPers 15665) should be very helpful to you if you're ever stumped on any other rating insignia. — Ed.

Furlough Travel Allowance

SIR: According to information I've received on the new pay bill (Career Compensation Act of 1949) there is a stipulation that furlough travel allowance will not be paid after 31 Dec 1949. I reenlisted on 7 June 1949 but elected to take my reenlistment leave at a later date, as is provided for under current instructions. I have since requested reenlistment leave and have been repeatedly turned down by my commanding officer, due to the fact that my services cannot be spared for the length of time involved in my returning to the continental U. S. for leave.

Information is requested as to whether any provision has been made for paying furlough travel allowance on a date later than 31 Dec 1949 in the case of persons in the same or similar situations as myself. — L. B. R., PNC, USN.

• Entitlement to furlough travel allowance is contingent upon the granting of reenlistment leave. BuPers Manual, Art. C-6305 states that if reenlistment leave is not taken at the time of reenlistment, the time of taking such leave will then be at the discretion of the commanding officer. There is no manner by which entitlement to FTA may accrue after 31 Dec 1949. — Ed.

Transfer to Fleet Reserve

SIR: My enlistment expires 5 June 1950 at which time I will have 21 years and 13 days of service for pay purposes. If I reenlist for six years and take the reenlistment bonus can I be transferred to the Fleet Reserve after one year, at which time I will have 22 years for pay purposes? If not, what portion of the enlistment will I be required to serve?— H. A. S., MMC, USN.

• Under present instructions you may apply for transfer to the Fleet Reserve after having served one year of your reenlistment, providing you are in other respects qualified for transfer. — Ed.

Time You Leave on Leave

SIR: Article C-6313(1), BuPers Manual states in part, "Day of departure, whatever the hour, is counted as a day of duty; the day of return is a day of leave, except when such return is made before 0900, in which case it shall not be counted as a day of leave." Should this be construed to mean that a man could commence his leave at 0001 and count that day as a day of duty? My interpretation of the article is, that as a matter of administrative policy, leave should be approved for an hour after the working day has commenced, and the day be counted as a day of duty. — G. C. T., PNC, USN.

• The time of departure of men on leave is a matter for each commanding officer to control in a realistic manner. It is his prerogative to permit personnel to depart on leave at any time during the day, whether it be 2359 or 0001. Regardless of the time of departure, the instructions in BuPers Manual apply, and the day of departure is considered a day of duty. — Ed.



"Relax, dreamboat . . . I've got just enough lighter fluid to get us ashore."



USS ENTERPRISE—The famous, fighting 'Big E' has been transferred to the Reserve Fleet.

'Big E' Transferred to Reserve

SIR: I see in the September issue of ALL HANDS that USS Enterprise (CV 6) has gone to the New York Naval Shipyard for overhaul. Is the Navy going to put the "Big E" back into commission again? — R. L. K., YN3, USN.

• No. The famous Enterprise has been transferred to the Reserve Fleet and is in New York Naval Shipyard for completion of inactivation. — Ed.

Are Waves Pampered?

SIR: We've got quite an argument going on over the privileges of Waves and white hats. Waves get the same pay for the same amount of work but they are given privileges like eating in the CPO mess and going to the head of the pay line.

How come? White hats were here before the Waves were even thought of.— H. G., YN3, and P. F. W., SN, USN.

• Since Waves became a part of the Navy, they have been administered

wherever possible as an integral part of the service — subject to the same rules and regulations as bell-bottom sailors.

However, some commanding officers find that under local conditions a small number of Waves can best be administered all in one group and all at one time.

As a result, the commanding officer may order all Waves to mess at one place and to be paid off at one time. But he does it because it is easier and quicker that way and not because the women are getting preferential treatment to the white hats. — Ed.

Time in Another Service

SIR: Let's suppose a man enlists in the Navy after being discharged from the Marine Corps. He is in a broken service status. That is, he remained out of the Marine Corps for more than three months before enlisting in the Navy. Upon fulfilling requirements for advancement to first class petty officer in the Navy (except for the sea duty requirement), can time served on sea or foreign duty in the Marine Corps be counted toward the sea duty required for advancement to PO1? Also, is it possible to get a waiver for required sea duty for advancement to PO1 when a man has requested sea duty from BuPers but is held on shore duty by reason of rate shortages? — J. J. F., PN2, USN.

• Previous service in another branch of the armed services, including the Marine Corps, doesn't count for advancement purposes in the Navy. If your previous active service had been USN, USNR (active) or USN-1, the sea duty in pay grade in a previous enlistment would have counted for advancement purposes even though under broken service conditions. All requests for waivers of service requirements for advancement purposes are dealt with individually and on their own merits by the Bureau of Naval Personnel. All factors and previous correspondence are considered. In general, it is not desired to make individual exceptions except in the most unusual cases. This policy is held to maintain fairness to other personnel in similar situations and to those who do meet all the requirements. — Ed.

Promotion of Reservists

SIR: I read with interest your announcement in the September (1949) issue of ALL HANDS concerning HR 5238. Does this mean that Reserve officers take precedence on active duty in accordance with their date of temporary rank, or with date of permanent rank?

Must a Reserve officer be on active duty in order to be promoted, or can he be promoted while on inactive duty? I am a lieutenant commander (SA) in the Reserve with temporary rank dating from 3 Oct 1945. Am I correct in my understanding that further promotions, in my case, are subject to the decision of the selection board, and are also contingent upon my ability to pass a written examination? — L. M., Jr., LCDR, USNR.

• HR 5238 is now Public Law 210. The provisions of this law put Reserve officers serving on active duty under Regular Navy appropriations (PSNP) on the lineal list in accordance with their dates of rank, whether they are permanent or temporary ranks.

Selection boards were convened in 1949 to recommend the promotion of inactive Reserve officers in the grades of lieutenant, lieutenant commander and commander. The results of most of these boards have already been announced, and the entire program for this year will be completed early in 1950.

The promotion of all Reserve officers above the grade of lieutenant (junior grade) is dependent upon the recommendation of selection boards. No Reserve officer is required to pass a professional examination. However, beginning in 1950 certain correspondence courses will be required. The correspondence course requirements are outlined in NavPers 10840, and in ALL HANDS, September 1949, p. 54. — Ed.

Wants the Word

SIR: Would you please answer these questions: (1) A chief petty officer receives a conduct mark of less than 3.5 for his first cruise and subsequently completes 12 years of good conduct. Is the CPO entitled to wear four gold service stripes, or one red and three gold? (2) An enlisted person reenlists within 90 days or less on a first enlistment. Does this time, the difference between the actual service and the obligated service, count for service stripes? (3) Distinguish between "chief staff officer" and "chief of staff." — R. A. B., HMC, USN.

• (1) The CPO is entitled to wear four gold service stripes. (2) Only time actually served may be used in determining eligibility to wear service stripes. (3) The designations of "chief staff officer" and "chief of staff" are defined in AINav 88-43 (AS&SL, 1943). A "chief of staff" is designated only in a command that is normally commanded by a rear admiral or above. In those commands which are commanded by commodores or below, the senior line officer of the staff is designated "chief staff officer." — Ed.

How to See the World

SIR: They told me to "join the Navy and see the world" but ever since I got out of boot camp I've been stationed on the East Coast. How can I be transferred to the West Coast for overseas duty? — D. M. P., YNSN, USN.

• It might not be easy since the Navy generally does not transfer men between such widely separated commands (see BuPers Manual, Art. C-5203(4)).

But there is plenty of opportunity to see the world in the Atlantic Fleet. Why not submit an official request for transfer to another type ship in the U. S. Atlantic Fleet?

Address the request to Commander Service Force, Atlantic Fleet, via your administrative command and your commanding officer. If approved, you might "see the world" on a Mediterranean cruise, for example. — Ed.

BAQ for PO3 and Below

SIR: We, the undersigned, are third class petty officers or below with less than seven years' service and with dependents (wife and children).

On the chart on page 45 in the November issue of ALL HANDS we see that there is a \$45 listed in the "Allowances, quarters" column for PO3 and below as well as for petty officers in higher grades.

Are we eligible to draw \$45 BAQ at this station under the new pay law? There are no quarters available for married men with dependents although there are barracks available for single men.

The base paymaster says we do not get the \$45 BAQ. We feel that we should. Could you please clarify this question for us? — J. B., RDSN, USN, and 13 others.

• Yours is one of many letters ALL HANDS has received concerning BAQ (basic allowance for quarters) for enlisted men in pay grade 4 (PO3) or below with less than seven years' service.

You evidently didn't read the footnote to the chart on page 45 which states that the \$45 BAQ goes to personnel who are authorized to ration and live separately (off the base) and, generally speaking, to married personnel in pay grades 1 through 3 and pay grade 4 with over seven years' service.

Your paymaster is right. As long as you are a PO3 with less than seven years' service or are in a grade below PO3, and if "adequate quarters" are available at your base for your own occupancy, no matter whether you happen to be a married man or not, you cannot draw \$45 BAQ under the new pay law just as you couldn't draw station quarters allowance under the old pay provisions.

The new pay law is based on the theory that a man who is a PO3 with more than seven years in the Navy and all PO2s, PO1s and Chiefs and above "may reasonably be expected to have dependents accompany them (to their new base). If suitable quarters are not available for married men at the base, these men, if they are married, should be authorized a higher allowance than single men."

But here is what the Senate said about PO3s and below in its report recommending approval of the new pay bill: Sec. 302 (a)—"Persons in pay grades

One-Year Enlistments

SIR: Would you settle an argument for me by giving me the exact date that one-year enlistments for 18-year-olds in the Navy went into effect? — K. G., RMSN.

• The one year enlistment program for 18-year-olds went into effect on 21 July 1948 for all the armed forces. — ED.

Marine Corps Shoulder Patches

SIR: Can you tell why they stopped the Marine Corps from wearing shoulder patches? — A. C. M., USMC.

• Because of the relatively small size of the Marine Corps, it was considered undesirable to maintain in existence unnecessary distinction between the types of duty to which individuals were assigned, particularly from the standpoint of esprit de corps.



The Marine Corps emblem is sufficient identification for marines, since it is distinctive and unique. The use of shoulder patches is a custom alien to the traditions of the Marine Corps, and its adoption during both World Wars was simply a wartime expedient. The abolition of the custom following World War I suggested similar action at the end of World War II. — ED.

E-4 (with less than seven years' service), E-5, E-6 and E-7 are to be considered as members without dependents for the purposes of this allowance. This provision corresponds roughly with the present law which provides a right to public quarters for the members and his dependents (only) if such a member is a staff sergeant (PO2) or above."

The above interpretation is being followed by BuSandA in its administration of the Career Compensation Act.

The \$45 was included in the chart in column "Allowances, With Dependents, Quarters" to show what a man in each category would receive if "suitable adequate quarters" were not available at his base for his own personal occupancy. — ED.

His GCT Is Too Low

SIR: When I took my GCT test, I thought of it as being insignificant in regard to determining the eligibility of an individual for a particular training and I went about answering the questions in a somewhat hurry-up and get-through manner. Now I fear my GCT is too low for admission into the Navy's journalism school at Great Lakes. However, I have completed one correspondence course in journalism and am currently enrolled in another. Can I still go to JO school and be accepted on the basis of my knowledge of journalism or will this GCT score cause me to be barred? — W. C., Jr.

• Inasmuch as numerous requests for the Naval School, Journalists, Class A, are received from fully qualified personnel, a waiver of eligibility qualifications is not considered equitable in your case. — ED.

Buying a Rifle

SIR: Please send me information in regard to obtaining a service rifle. I have heard that they can be bought or leased. If so, what are the qualifications and the correct procedure? — W. A. J., BM1, USN.

• The law prohibits the sale of service guns or ammunition to individuals except to members of the National Rifle Association or other recognized associations organized in the U. S. for the encouragement of small arms target practice. That particular law is known as "The Act of July 9, 1948 (40 stat. 850, 40 U.S.C. 314)." Also, by directive of SecNav, sale of Navy surplus property to Navy or Marine Corps personnel on active duty or to civilian Navy employees or to the immediate families of any of these is prohibited. This directive is known as "Par. 118(c) Navy Property Redistribution and Disposal Reg. No. 1 (Revised 15 Apr 1949)." Looks like we're out of luck. — ED.

Fresh-Water Aircraft Carriers

SIR: At breakfast this morning we got into a discussion about *uss Wolverine* and *uss Sable*. Were both these ships always coal burners? We think *Wolverine* was scrapped — what happened to *Sable*? — R. W. K., EN3, USN and J. N. S., EN2, USN.

• Yes. Both *uss Wolverine* (IX 64) and *uss Sable* (IX 81) appear to have been coal-burners throughout their terms of commission in the Navy. Both ships were converted from "Lakes" liners to aircraft carriers to be used to train Navy pilots. They were the only coal-burning, side-wheeling and fresh-water carriers in the fleet.

Wolverine was built in 1913, acquired by the Navy in March 1942 and placed in commission in August of that year. She was transferred to the War Shipping Administration following the war and disposed of in November 1947.

Sable was built in 1924, acquired by the Navy in August 1942 and placed in commission in April 1943. She was also transferred to the War Shipping Administration and disposed of in July 1948.

Shore Duty in Spain

SIR: In November 1947 I was assigned to duty with the U. S. Naval Attache in Spain. I would like to know if that was considered sea duty or shore duty. — A. S., ADC, USN.

• Although there was once a time when duty with the attache in Spain was considered sea duty, you were on shore duty. Duty with the Naval Attache, Spain, for enlisted personnel subsequent to 1 Nov 1946 is considered shore duty. Take a look at BuPers Circ. Ltr. 101-48 (AS&SL January-June 1948), para. 1 (a) (2), Part I. — ED.

Souvenir Books

In this section ALL HANDS each month will print notices from ships and stations which are publishing souvenir books or "war records" and wish to advise personnel formerly attached. Notices should be directed through channels to the Chief of Naval Personnel (Attn: Editor, ALL HANDS), and should include approximate publication date, address of ship or station, price per copy and whether money is required with order.

ALL HANDS has no information on souvenir books published by any command, except those notices which have appeared in this space since March 1946.

BuPers is in receipt of numerous requests for information on books published by various commands. It is therefore requested that COs and OinCs having knowledge of souvenir books, announcements for which have not appeared in this space, notify BuPers (Attn: Editor, ALL HANDS) promptly.

• *uss Fargo (CL 106)*. A Log Book telling of the ship's cruise to the Mediterranean and its activities during that period which extended from February to September 1949. Book is priced at \$5 and will be ready for distribution about 1 Jan 1950. Books can be purchased by sending money order to: Treasurer of the Cruise Log, *uss Fargo (CL 106)*, Fleet Post Office, New York, N. Y.

• *First Marine Division, World War II*. A book of considerable size and many photographs, maps and other illustrations, giving a history of the famed division in World War II.

The book is entitled *The Old Breed and was written by George McMillan, a former Marine combat correspondent with the First Division. Distribution is free to Marine Corps and Navy personnel who served in organic units of the division between 1 Aug 1942 and 2 Sept 1945. Personnel eligible to receive a free copy may buy additional copies at \$5. Price is \$6.50 to others. Eligible persons who have not been contacted by the publisher should notify the First Marine Division History Board, 1115 17th Street NW, Washington, D. C.*

• *The Air Group Twenty Album*. A volume eight and one-half by 11 inches in size compiled by members of Bombing 20, Fighting 20, Torpedo 20 and CAG-20 Staff for their mates and friends, telling of individual adventures and experiences that were shared by the entire group during World War II. The book is stiff-covered, navy blue in color, stamped with gold. It contains hundreds of photographs and other illustrations, besides the printed matter. The price is \$7.50. Free copies are being sent to all next of kin of deceased members when addresses are known. Address Chauncey Stillman, 230 Park Ave., New York 17, N. Y.

Promotion Exams

SM: (1) Is an officer, eligible for a rank he previously held satisfactorily during the war, required to take promotion exams?

Example "A": Ensign Blank, CEC, USN (LDO), is eligible for lieutenant (junior grade), CEC, USN (LDO); his previous service includes holding the rank of lieutenant, USN-T, during wartime. Is he required to take the exam? Is he exempt from any parts?

Example "B": Lieutenant (junior grade) Jones, CEC, USN, previously held the rank of lieutenant commander, D, USNR, satisfactorily during wartime. Is he required to take the next two promotion exams? By virtue of his previous service is he exempt from any specific parts of the exams?

(2) Is it legal to presume knowledge of Navy Regulations (1948) and Gen-

eral Orders (1948) according to Naval Courts and Boards, 1937, chapter 1, section 5? Is this presumption only valid for certain promotion stages in accordance with the last technical bibliography requirement for CEC officers as published in June 1949?

(3) The Judge Advocate General claim section addresses a letter concerning an auto accident directly to Chief "W," not through the chain of command. Can Chief "W" reply directly to JAG or must he reply via the chain of command? (Especially if he differs greatly with the interpretation of the alleged facts of the accident as reported via the chain of command). — V.R.

• (1) *BuPers Circ. Ltr. 105-49 (NDB, 30 June 1949)*, "Professional Examination," describes the cases in which examination is not required. The examples in your question are not exempt.

(2) *The statement in Naval Courts and Boards, 1937, chapter I, section 4, that "each officer and enlisted man is presumed to have knowledge of the contents of Navy Regulations and General Orders," is true generally and is not limited in any way. The bibliography in BuPers Circ. Ltr. 105-49 (NDB, 30 June 1949) indicates that so far as examination for promotion in the CEC is concerned it is considered important in promotion from commander to captain.*

(3) If Chief "W" writes to the Judge Advocate General the letter should be sent via official channels. — Ed.

Education and Conduct Marks

SM: (1) Is the establishment of two-year college education equivalency for in-service purposes as described in BuPers Circ. Ltr. 122-49 (NDB, 15 Aug 1949), sufficient to meet the requirements of the Naval Aviation Cadet Program outlined in Joint Letter (49-533 (NDB, 31 July 1949)?

(2) Do the procedures for entering conduct marks laid down in Article C-7821 of the BuPers Manual penalize a man more heavily (in regard to waiting for eligibility for advancement in rating) for a conviction on 5 January than for one on 25 March? In other words, does the court martial conviction "spoil" his conduct mark just for the marking period in which it occurs or for three months subsequent to the conviction regardless of its date? — J. F. C., LT, USN.

• (1) *Yes. Naval personnel 21 years of age or over on active duty, who have successfully completed the college level USAFI Educational Qualification Test 2CX, are considered to meet the educational requirements for the Naval Aviation Cadet Program.*

(2) Paragraph 5(a) of enclosure (A) to BuPers Circ. Ltr. 155-48 (NDB, 15 Aug 1948) states that where any marks are lowered for substantiated reasons, the date of the offense and not the end of the marking period shall be used to determine the earliest date of eligibility for subsequent advancement in rating. However, where personnel are reduced in rating by sentence of a deck court or a court martial, and confinement was served, the date of termination of such confinement shall be used in lieu of the date of the offense. — Ed.

Navy Mail Clerk

SM: I have read the May 1949 issue of ALL HANDS and especially the article "The Navy Carries the Mail." I notice in the article that they are thinking of changing the postal rating.

I am a striker for teleman and at present have been assigned to the ship's post office as a mail orderly. We have a Class 2 post office on this ship. Can you tell me if I can be made a navy mail clerk even though I am a seaman?

Incidentally, I was a mailman third class on my first tour of duty and reenlisted with broken service. — S. B., TESN, USN.

• *First, the possibility of creating a new rating, "postal clerk," is still being considered by BuPers and a number of suggestions for the new rating are under consideration.*

Second, it looks as though you would have a good chance to be designated as a "Navy mail clerk." If your commanding officer will select you as the ship's Navy mail clerk and will forward the nomination to BuPers, the Bureau will give it full consideration. — Ed.

Scrapping the Fate of USS Iuka

SM: Several of my former shipmates and I wondered what had become of the *uss Iuka (ATO 37)*, our old ship. We understood that she was to be scrapped shortly after we left her. Is that right? — R. V. W., SOG2, USNR.

• *That's right. Iuka was stricken from the Naval Register in a directive dated July 1948. She was then turned over to the War Shipping Administration and disposed of.* — Ed.

Getting Shipping-Over Money

SIR: I enlisted in the Navy for four years in September 1946. If I were to ship over in September 1950 for six years, would I receive shipping-over money for the past four years and the six years I'm shipping over for? If not, which enlistment would I receive shipping-over money for and what happens to the other enlistment? — P. V., RD3, USN.

• No, you can't get shipping-over money for your past enlistment and your forthcoming enlistment too. The best thing would be to go to your disbursing office and get hold of a copy of Military Pay Instruction Memorandum One. You will find the answer to your questions in paragraph 11C. — Ed.

Retirement After 30

SIR: Would you please inform me as to whether an enlisted man could, before this last war, retire after 30 years' service at the highest rank he had ever held? — R. M. C., MMC, USN.

• Well — yes, and no. An Act of 6 June 1924 provided that retired enlisted men of the Regular Navy and Marine Corps who served honorably as commissioned officers (Regular, temporary or Reserve) in the naval service at some time between 6 Apr 1917 and 11 Nov 1918 and who at the time of their retirement were members of the Regular Navy or Marine Corps, be entitled to receive the pay of retired warrant officer. Notice

Armed Forces Pay

SIR: Back in 1932, the pay of the armed forces was cut back about 15 per cent. I would like to know if any of that money is to come back to us? — R. C. S., ADC, USN.

SIR: There are some rumors going around that some of us older men in the Navy will get back part of the pay we lost when the armed forces pay was cut 15 per cent some years ago. How about that? — D. R. K., USN.

• When Navy pay was reduced in 1932, it was reduced because Congress passed a law reducing it. Since that time, Congress has raised service pay to its former level and way beyond. There is no reason to expect payment of any money to make up the difference in these amounts of pay.

To show how Navy pay has increased since 1932, look at this: The base pay for enlisted men in the first pay grade, for example, in 1941 was raised to \$126 a month; in 1942, it was raised again to \$138; in 1946, it was raised again to \$165; and this year it was raised once more to \$198 (see ALL HANDS, November 1949, p. 44). — Ed.

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying The Editor, All Hands Magazine, Room 1809, Bureau of Personnel, Navy Department, Washington 25, D. C. four or more months in advance.

• USS Yorktown (CV 10): The third annual reunion of crew members of Yorktown. To be held in New York City on Friday, 14 Apr 1950, and possibly on Saturday 15 April as well. For information, write to Francis P. Garvan, secretary of the USS Yorktown Association, Inc., 40 Wall St., New York 5, N. Y.

• LST 571: A reunion of this ship's former crew members is planned. All interested persons should write to Theodore S. Lite, 225 Broadway, New York 7, N. Y.

• USS General John Pope (AP 110): Former crew members interested in holding a first annual reunion should contact CDR Milton M. Gatch, USNR, 707 Federal Reserve Bank Building, Cincinnati, Ohio. Time and place are yet to be decided.

• USS Biloxi (CL 80): Those interested in holding a reunion of the "Busy Bee's" former crew members should contact Leonard A. Smith, 207 West Duncannon Ave., Philadelphia 20, Pa. Time and place have not yet been decided.

• USS Shangri-La (CV 38): Those interested in holding a reunion in the spring of 1950 at New York or Boston should get in touch with William A. Harper, 1521 Washington St., Boston 18, Mass. Those contacting him should indicate which place they would consider more convenient.

• USS Arneb (AKA 56): Former crew members interested in holding a reunion should contact Lieutenant (junior grade) M. W. Pennock, 882 Upton Ave., Battle Creek, Mich. Present proposal is for annual reunions, with time and place yet to be determined for the first.

• USS ATR 76 former crew members interested in a reunion should contact either Roscoe E. Harrell, 1032 Newport, Chicago, Ill., or Donald S. Noland, General Delivery, Bolivar, West Va.

that this applies only to a 19-month period and that even if the man had served as lieutenant commander, his retired pay would be that of a warrant officer.

Then, an Act of 7 May 1932 provided that enlisted men who served in the Army, Navy, Marine Corps or Coast Guard during the World War or the Spanish-American war, whose service during such war was creditable, be advanced in rank on the retired list to the highest grade held during the war. This act provided, among other things, that "no increase in active or retired pay or allowances shall result from the passage of this Act."

Public Law 305, 79th Congress, signed 21 Feb 1946, brought into being the present provisions for retirement after 30 years' service, at the highest rank held. — Ed.

About Clothing Allowance

SIR: In your issue of ALL HANDS, September 1949, p. 53, you carried an article concerning clothing allowance for enlisted men. The article said that the allowance had been raised from \$128 to \$145. Does this apply to naval aviation men? As a quarterly maintenance allowance we are now getting \$12 for rates up to chief and \$20 as a chief. Is that what we should be getting? — H. E. B., HO3, USN.

• Yes — the new initial clothing allowance applies to airman ratings just as well as to most other ratings in the Navy.

As far as your quarterly maintenance allowance goes, you're getting just what you should be getting — \$12. When you

make chief, you will get \$20 per quarter as a clothing maintenance allowance.

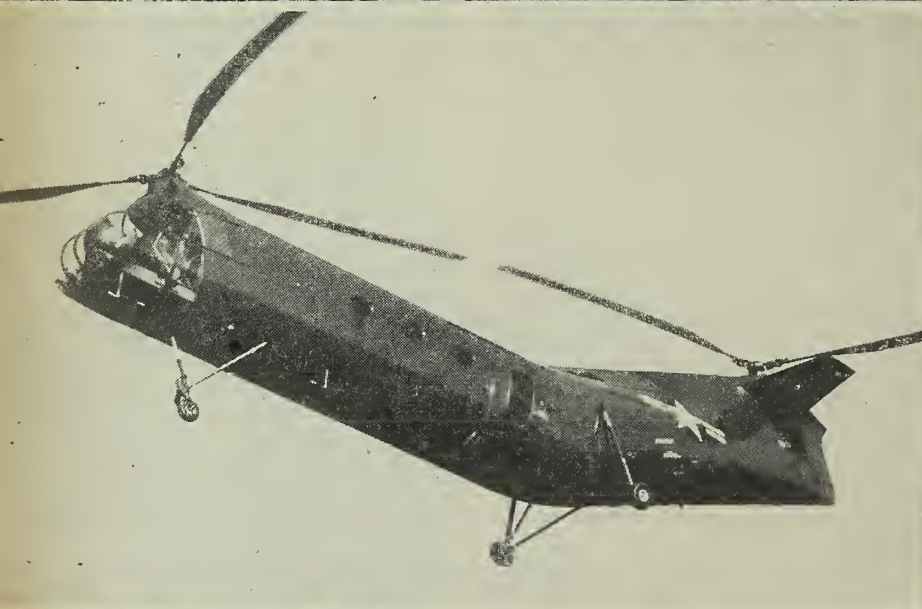
We might clarify for you, however, the part of the story that deals with the time lapse necessary for an enlistee to qualify for his first clothing maintenance allowance.

The rule is: he can get his first quarterly maintenance allowance on the first day of the quarter following the quarter in which he completes a period of nine months' active service. He must serve this period of time subsequent to any former entitlement to an initial clothing allowance.

Thus, a man first enlisting on 1 Feb 1949 and completing nine months of active service (subsequent to the date of any last entitlement) on 1 Nov 1949 would receive his first quarterly maintenance allowance on 1 Jan 1950. — Ed.



"I see they had you riveting aboard ship again."



TODAY'S NAVY

70 Ships, Including Five Carriers and Six Cruisers, to Join Mothball Fleet

More than 70 ships now on active duty in the fleet, including five aircraft carriers and six cruisers, will be deactivated in the next months.

This decrease in the number of ships on both oceans has been made necessary as a result of current and projected reductions in funds for the operating forces of the Navy.

Two *Essex*-class carriers, *uss Kearsarge* (CV 33) and *uss Leyte* (CV 32), are among the ships to be deactivated. That will leave three *Essex*-class carriers in operation to supplement the three big battle carriers which are not affected by the reduction. *uss Missouri*, (BB 63), the lone battleship remaining in the fleet, is also to continue to operate.

In addition to the three *Essex*-class carriers, three escort carriers, six

cruisers, 14 destroyers, nine submarines and one destroyer escort will be deactivated.

Aside from these major combatant ships, the program calls for deactivation of a total of 42 other vessels, including 13 patrol craft and eight amphibious vessels. Turn to page 50 for a complete list of the ships that will be ordered into the "mothball fleet."

To offset partially the effect of the lay-up program, one light aircraft carrier, *uss Bataan* (CVL 29) and one submarine, *uss Guavina* (SSO 362) are scheduled to be reactivated and two new subs, *uss Grenadier* (SS 525) and *uss Grampus* (SS 523), will slide down the launching ways.

Because of the cost of deactivating the vessels and the length of time required (from four to five months for each ship), the mothballing program will be carried out with funds available during the current fiscal year (June 1949 to June 1950).

Dominican Ships Make Visit

Three ships of the Navy of the Dominican Republic have paid a visit to Puerto Rico and to the U. S. Navy commander there—Rear Admiral Daniel E. Barbey, usn, Commander, Caribbean Sea Frontier.

The ships, a destroyer and two frigates, carried a goodwill mission headed by the Dominican ambassador-at-large and including some of the Republic's top army and navy officers.

← The Navy in Pictures

MONSTER *Marianas Mars* was invaded by school children of Alameda, Calif. in connection with classroom studies of transportation (above right). Top left: R. H. Goodwin, AN, on liberty in Honolulu following Exercise MIKI, investigates exhibit of Hawaiian handicraft. Center left: New version of 'Flying Banana,' aluminum-skinned HRP-2 can carry 12 litter patients. Below left: 12ND Waves and Women Marines take one-day cruise on *USS Colahan* outside Golden Gate. Lower right: J. E. Hanes, SN, of *USS Wittek* and CPL R. Nassack attend Armed Services YMCA dance held in honor of *USS Kearsarge* in Boston.

YESTERDAY'S NAVY



Army planes launched from carrier *Hornet* to bomb Tokyo area for first time on 15 Feb 1945. Naval scrapping program agreed upon by five nations 17 Feb 1925. First regular U. S. Navy expedition puts to sea on 17 Feb 1776.

FEBRUARY 1950

SUN	MON	TUE	WED	THU	FRI	SAT
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26	27	28				



CHEESECAKE will be served readers of the Great Lakes Bulletin. Photographer Jim Douglas, EM2, seeks to pose Joan Taylor to best advantage.

New Flying Banana

The first of a new-type helicopter, the Piasecki HRP-2 tandem rotored transport, is undergoing acceptance tests at the U. S. Naval Test Center, Patuxent River, Md.

With an all-metal fuselage and improved streamlining, the new HRP-2 *Rescuer* is a refinement of the Navy's successful Piasecki HRP-1 — the famous "flying banana." Higher cruising speed, reduced vibration and generally improved performance are claimed for the HRP-2.

The Navy's specifications for the HRP-2 *Rescuer* call for eight passenger seats aside from accommodations for the pilot and co-pilot. More than double that number could be carried, however, for short distances. As many as nine litters can be installed and

that many wounded or sick personnel carried.

Provision is included in the *Rescuer's* design to permit a larger engine to be installed. This would give the helicopter a higher ceiling and greater load-carrying ability. The manufacturer states that as many as 27 persons could be carried in an emergency with such an engine.

The *Rescuer's* aluminum-alloy-covered fuselage provides an unobstructed cabin space 20 feet long by five and one-half feet wide and high. Balance is not the problem in 'copters of this type that it constitutes in single-rotor helicopters. Passengers can move about and loads can be picked up at different points along the *Rescuer's* length without destroying its stability.

Loon Moves Too Soon

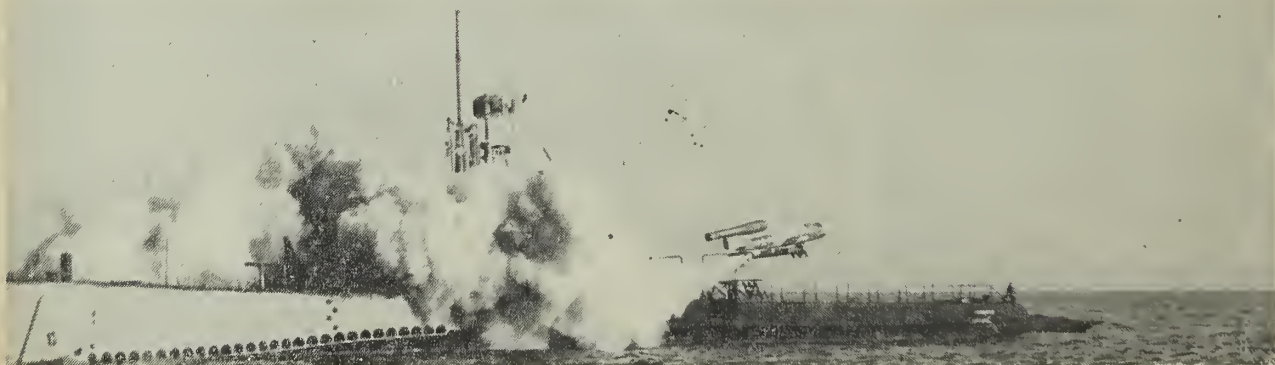
How effective against "buzz bomb" type guided missiles are current-day ship anti-aircraft guns and carrier fighter planes? The Navy decided to find out.

Seventy-five ships of the First Task Fleet rendezvoused off Oahu, T. H., for the test. They formed a 40-mile long column with two submarines, *uss Cusk* (SSG 348) and *uss Carbonero* (SS 337) stationed 20 miles to the rear of the column. They were to surface and fire Loon type guided missiles over the column of ships. (The Loon is a guided missile adapted from the German V-1 buzz bomb, and has long been used by the Navy for experimental purposes.)

The plan was that the submarines would fire one missile to port and one to starboard of the columns of ships. The missiles were equipped with smoke generators as an aid to spotting them from the ships and planes. If the ships' anti-aircraft guns failed to bring them down, then fighter planes from the carriers *uss Valley Forge* (CV 45) and *uss Boxer* (CV 21) would take up the attack.

According to schedule, a Loon was fired from the deck of *Carbonero* and streaked over the column of ships at 400 to 500 miles per hour along its guided course. Anti-aircraft guns blazed away at the smoke-trailing missile as it sped overhead and fighter planes gave chase. Eighty miles from its launching point, the Loon plunged into the sea.

Results of the tests indicated the Loon was not appreciably damaged by anti-aircraft shells or by fighter planes. It appeared that Navy surface units and planes would need more practice at firing at this type target before becoming as proficient at knocking them down as were the



LOON launched from *Carbonero* roared 80 miles past 'ack-ack' and fighter planes, plunged into ocean unscathed.

British against the Loon's predecessor, the German V-1, late in World War II.

Ships involved in the experiment were vessels of the First Task Fleet which had just completed Exercise MIKI, the amphibious training operation involving the "capture" of the Island of Oahu.

'The Navy of the Future'

In his first public address since he took over as Chief of Naval Operations, Admiral Forrest P. Sherman, USN, outlined the jobs the Navy may be called upon to perform in a future emergency.

The Navy, far from being outmoded as a fighting force, actually is standing at the threshold of a new and glorious future, a future that is being ushered in by an age of tremendous technological change, the Admiral told a group of midshipmen at the Naval Academy.

"The identical developments which superficial thinkers argue spell the Navy's obsolescence are the essential ingredients of the greater Navy of the future," Admiral Sherman said.

"Whether they be guided missiles, supersonic aviation, noiseless high-speed submarines which never need to surface except to replenish, or atomic missiles — they are all implements which the Navy now and in the future must be prepared to employ, and also to combat.

"The physical Navy is ever changing and always evolutionary," he continued. "We can be certain that it will continue to change. Technological developments during any peace will change the art of war at sea and the character of the fleets we need.

"We must take into account the lessons of Hiroshima, Nagasaki, Bikini and Eniwetok (scene of the latest tests of atomic weapons). We must consider the implications of the revelation of Soviet developments in the field of atomic explosions. We must consider the significance of guided missiles and the feasibility of conducting very long range bombing in connection with the results of bombing in the last war."

Finally, Admiral Sherman concluded, "our national security requires that we maintain a balanced team of fighting services and you may be sure that the Navy is and will be a vital element in the fighting team — a vital necessity in our national life."



AERIAL INSURANCE in the form of a helicopter hovers nearby during the transfer of an appendicitis case from *USS Wallace L. Lind* to *USS Leyte*.

Hunter-Killer Destroyer

The first warship to be built specifically as an anti-submarine "hunter-killer" is ready to join the fleet.

USS Robert A. Owens (DDK 827) is basically a *Gearing*-class destroyer with the latest in submarine hunting equipment built into her. With this new equipment, much of which is classified by the Navy, *Owens* will be a potent weapon in the path of any future submarine offensive.

Similar to any ship of the *Gearing* class, *Owens* has a 390-foot length, a 40-foot beam and an amidships draft of 13 feet. Her maximum speed is about 32 knots.

Launched in 1946, *Robert A. Owens* was christened by Miss Patricia Hannegan, the ship's sponsor and daughter of the late Postmaster General.

The ship is named in honor of Marine Sergeant Robert A. Owens, of Drayton, S. C., who was posthumously awarded the Congressional Medal of Honor for exploits which led to his death in the Solomon Islands in 1943.

Owens was built by the Bath Ironworks Corp., Bath, Maine. Construction on the ship was halted at the end of the war but was later resumed on a contract to convert the ship into a hunter-killer.



SPECIALLY fitted skis and other cold weather gear make the Navy's P2V-2 *Neptune* largest combat-type plane to be fully equipped for polar operations.



BATTLE rations are issued men of the Atlantic Fleet participating in landing exercises on the wind-swept coast of Labrador in near-zero weather.

Labrador Landing

In near-zero weather, more than 2,000 marines and sailors swarmed ashore on the coast of Labrador in the first landing operation of its kind to be staged in the high latitudes.

The landing exercise was a part of the operations of the Atlantic Fleet in north Atlantic waters and was conducted with the cooperation of the Canadian government which sent naval units to participate in the landing.

Numerous problems of health, sub-

sistence and lodging, logistics and operational procedures were dealt with successfully during the cold-weather exercise.

Although air temperatures during the landing and field operations were not extreme, the fleet commander reported, winds at times reached 40 to 50-knot velocity. Specially-elad underwater demolition teams swam ashore through the frigid water to make a reconnaissance of the beach prior to the landing. Before dawn on D-Day, other UDT men came ashore in rubber boats from a troop-carrying submarine to report on beach and surf conditions.

A Canadian destroyer, HMCS *Haida*, participated as a unit of the support forces and Canadian Army officers were with the task group as observers.

United States Navy ships participating in the exercise included *uss Rochester* (CA 124); the destroyers *uss Hawkins* (DDR 873), *uss Benner* (DDR 807), *uss Myles C. Fox* (DDR 829) and *uss Dennis J. Buckley* (DDR 808); the minesweepers *uss Tanager* (AM 385), *uss Towhee* (AM 388), *uss Tumult* (AM 127), *uss Sprig* (AM 384) and *uss Tercel* (AM 386); *uss Sicily* (CVE 118); *uss Mount Olympus* (AGC 8).

uss Fremont (APA 44); *uss Carpellotti* (APD 136); *uss Arneb* (AKA 56); *uss Consolation* (AH 15); *uss Sabine* (AO 25); *uss Seneca* (ATF 91); *uss Kleinsmith* (APD 134); *uss Gordius* (ARL 36); *uss Sealion* (SSP 315) as well as various landing ships and patrol craft.



SHIP-TO-SHIP transfer of personnel, formerly a job for DDs, is now accomplished quicker by 'copter.

Control of Controlled Mines

All functions concerning controlled mines are now the responsibility of the Navy, having taken over from the Army the material and duties related to this type of weapon.

Two important installations formerly operated by the Army in connection with these mines are the Submarine Mine Depot at Fort Monroe, Va., and the Controlled (Submarine) Mine School at the Seacoast Branch Artillery School at Fort Winfield Scott, San Francisco. It is expected that instruction formerly given at the Controlled (Submarine) Mine School will be offered by Navy schools already in operation. The mine depot, however — as well as a number of other installations involved — is available to the Navy.

All details of the transfer are expected to be completed by 31 Jan 1950. Until that time, the Army is keeping some mine-planting personnel on duty at the installations. Upon completion of the transfer, Army personnel will be given other assignments.

Controlled mines are those planted at harbor entrances or other points near the shore, and are controlled manually from the shore. That is, by means of electrical cables leading from mine field to shore the mines can be made contact-sensitive or non-sensitive. Also, they can be made to explode by shore-side control without contact with a ship.



RECRUIT (JG) Kenneth L. Buckles congratulates RADM J. Cary Jones at commissioning of NRTC Decatur.

Dry-Land Sailors

One thing you wouldn't expect the Navy to be interested in is soil erosion. But it is.

Many acres that the Navy acquired during its rapid expansion during the war are vulnerable to that old enemy of the farmer — soil erosion, the washing away of topsoil and even sub-surface soil during a rainstorm.

By checking this free flow of rich earth off its land, the Navy hopes to not only rid its shore stations of unsightly gullies. Also, it hopes to prevent mountains of dirt from accumulating on its roads, keep mud from clogging its railroad tracks and check the erosion flood before it can damage underground storage facilities.

To do this big conservation job, the Navy employs soil conservationists who spend a good deal of their time standing in rainstorms. The idea is to see what is happening to the Navy's valuable land and do something about it.

At many stations, the solutions born of these many drenching hours are being translated into action through better selection of grasses, better conditioning of the soil and better maintenance practices.

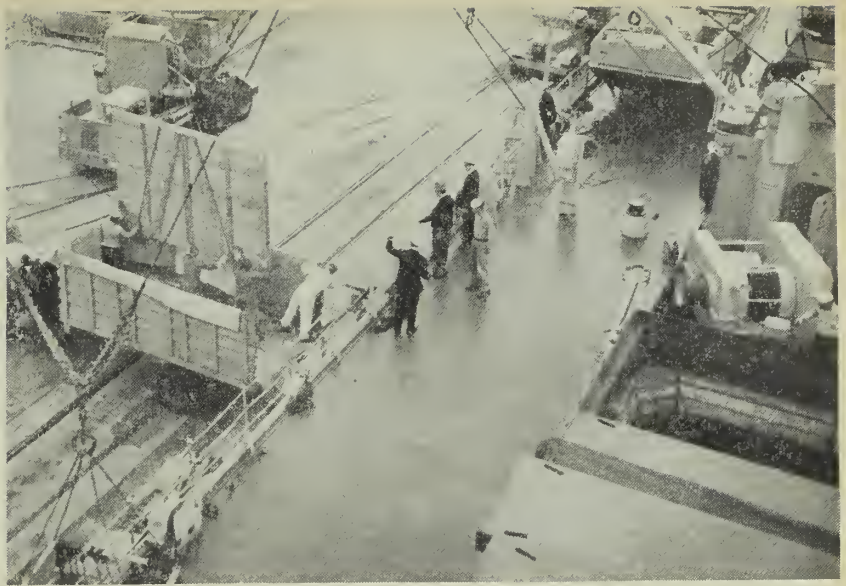
Fletcher Now a DDE

The destroyer *uss Fletcher* (formerly DD 445), the "fighting fool" of World War II destroyers, is a destroyer no more. She is now a heavy destroyer-escort — a DDE.

Upon hoisting her commission pennant after extensive remodeling at the San Francisco Naval Shipyard, *Fletcher* became the first of the new-type ships. Eleven others are due to follow her into a new realm of sea fighting — improved and deadlier opposition to enemy submarines.

Greater maneuverability was built into *Fletcher* during her "face-lifting" by the use of lighter material topside. Steel deck houses, ventilation ducts, and messing and refrigeration equipment were cut away and replaced with new ones constructed of strong lightweight aluminum. A new, lighter superstructure and mast were added. Besides permitting faster turns, the diminished topside weight allowed new and improved location of much detection and destruction equipment.

Conversion of *Fletcher* to a DDE required six months, during which approximately 60,000 man-days of work were expended on the vessel.



ART TREASURES—\$80,000,000 worth, are unloaded from *USS Malabar* at the Naval Gun Factory, Washington, D. C., for exhibition in the U. S.

The task of redesigning the 12 ships is being done at six U. S. Naval shipyards — Boston, Norfolk, Charleston, Long Beach, Mare Island and San Francisco. *uss Radford* (DD 446) was scheduled for commissioning as a DDE shortly after completion of work on *Fletcher*.

Fletcher gained an outstanding reputation in World War II, when she earned 15 battle stars, taking part in 50 engagements of various kinds without suffering damage.

Flag Rank Orders

Flag rank orders for last month:

Vice Admiral Francis S. Low, USN, Commander, Service Force, Pacific Fleet, ordered as Special Advisor for Undersea Warfare, Naval Operations.

Vice Admiral John J. Ballentine, USN, for duty as Commander, Sixth Task Fleet.

Rear Admiral Lynde D. McCor-

mick, USN, Commandant, 12th Naval District, ordered as Vice Chief of Naval Operations.

Rear Admiral Bertram J. Rodgers, USN, Commander, Amphibious Forces, Pacific Fleet, ordered as Commandant, 12th Naval District.

Rear Admiral Peter K. Fischler, USN, Commander, Amphibious Group One, ordered as Commander, Amphibious Force, Pacific Fleet.

Rear Admiral John H. Carson, USN, Navy Secretary, Research and Development Board, ordered as Commander, Cruiser Division Two.

Rear Admiral Richard H. Cruzen, USN, Commander, Cruiser Division Two, ordered as Commander, Naval Base, Pearl Harbor.

Rear Admiral Walter G. Schindler, USN, ordered Assistant Chief of BuOrd for Research.

Rear Admiral Joseph E. Jelley, Jr., CEC, USN, ordered Chief, Bureau of Yards and Docks.



FIGHTING FOOL in World War II, *USS Fletcher* (formerly DD 445) is the first of 12 ships to be converted to new heavy destroyer-escort class.



CAREER benefits offered by Navy are explained to Wave seaman recruits Saganey, Coombe and O'Brien, Boston Reservists, by LTJG Helen Schmidt.

Sky Train on Schedule

U. S. Marines, noted for their ability to pounce upon an island from the sea, swooped down from the sky on an island off the coast of California and "captured" it.

A two-section airlift composed of 15 R5Cs from MCAS Cherry Point, N. C., and 15 R5Ds from MCAS El Toro, Calif., formed a "sky train" from Camp Pendleton, Calif., to San Nicolas Island for the invading marines.

First section of the airlift carried the troops and their combat equip-

ment. The second section transported "C" rations, water, ammunition and other necessary supplies. The planes took off from Camp Pendleton at one minute intervals, forming an almost endless chain of aircraft from that base to San Nicolas Island, 109 miles off the coast. As the planes touched down on the island, cargo doors flew open and troops poured out to take up their battle formations and advance upon the "objective."

After "securing" the island the Marine troops were air-lifted back to the mainland.

Deep Thinking

Some deep thinking was done by 14 Navy men taking tests for advancement in rating.

The men of *uss Runner* (SS 476) were trying their hardest to concentrate on the exams forms spread on the mess tables before them as their ship bobbed about on the ocean's surface like a disjointed cork.

Noting the discomfort of his crew, the skipper, Commander J. R. Zulinger, usx, decided to take the sub below where everything would be serene and quiet and where his scholars could be alone with their thoughts.

The exercises in which *Runner* had been taking part temporarily halted, the skipper took her down. There, fathoms below sailors on the surface ships who had to combat the elements as well as the knotty questions before them, the 14 bent to their task on an even keel.

Confident smiles crossed the faces of the 14 when time was called.

"And I suppose you used pens that write under water too," one of the surface sailors chided when the sub surfaced.

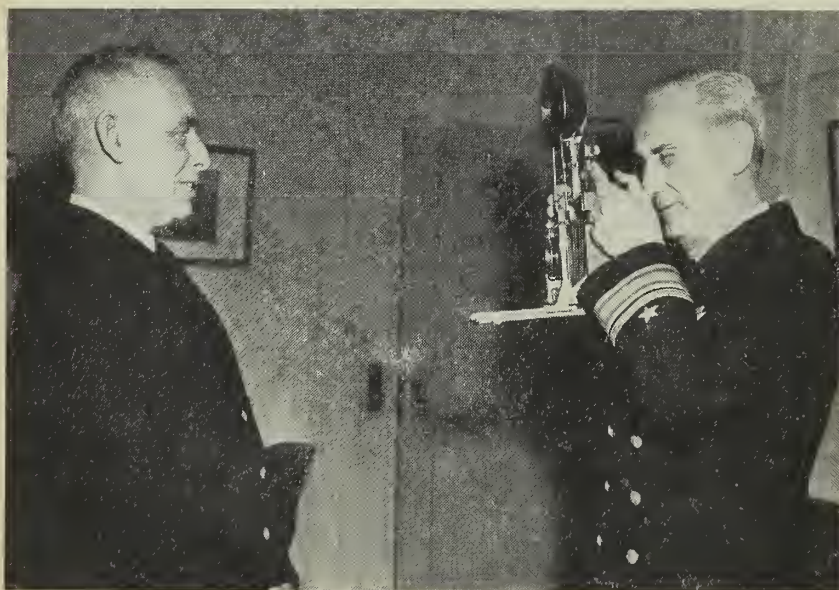
Book-Learnin' Never Hurts

Some people say that experience is the best teacher. But when it comes to flying airplanes, where one mistake is too many, book-learning can come in mighty handy — as a couple of Marine Corps fliers will verify.

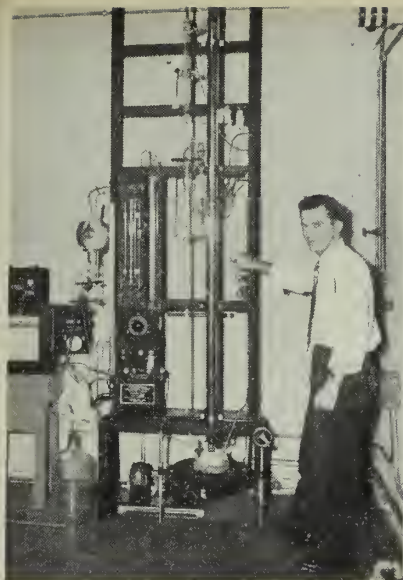
A recent issue of Naval Aviation News printed an article which described the technique of "bouncing down" a landing wheel which has remained partly retracted through faulty performance. The article was read and discussed by pilots of Marine Fighter Squadron 212 at Cherry Point, N. C. — among others.

Shortly afterward, one pilot on temporary duty with the squadron was flying from the escort aircraft carrier *uss Palau* (CVE 122), near Cuba. After taking off and getting his wheels tucked in, he found that there was no longer any hydraulic pressure to put the wheels down again. An emergency flask of compressed carbon dioxide should have done the job — but it didn't, exactly. Only one wheel lowered all the way and locked into place.

The pilot received instructions to land at NAS Guantanamo Bay, Cuba. On the way, he put his plane through some sharp maneuvers trying to pull



TABLES TURNED—Camera enthusiast Francis Ametrano, BMC, retiring after 32 years in the Navy, has his picture taken by RADM Walter S. Delaney.



PRECISION fractionation column, utilizing difference in their boiling points, separates combined liquids.

enough Gs to force the wheel into position. No soap. So when he got to Gitmo he did like the magazine piece said. He swept down over the runway at 90 knots and plunked his F4U-4 down on the good wheel — pretty hard. He didn't coast to a stop with one wing dragging, though. He bounced right off and took to the air again. Then he came in for another bounce.

After the fourth pass at the runway — and the fourth bounce — he decided that the wheel was down as far as it was going. So he dropped his emergency gas tank and came in for a landing with all switches cut. Immediately upon touching the runway, the troublesome wheel swung into place and locked. Neither pilot nor plane received a scratch.

Attache Systems Merged

A saving of approximately 30 per cent in personnel, as well as other economies and advantages, is expected through a new consolidation of Defense Department foreign attache systems.

The adjustment will involve naming a senior military attache in various foreign localities. He will represent the Army, Navy and Air Force whenever attaches from the other services are not present. This is expected to bring about savings in attache personnel and equipment and to improve efficiency in the performance of service.

Precision Fractionation

At the U. S. Naval Engineering Experiment Station at Annapolis, Md., they are now using a new piece of apparatus called a Podbielniak Precision Fractionation Column.

In words of two or three syllables, the new machine is a device for taking one liquid out of another after the two liquids have been combined. It can be used for physically separating many combinations of liquids, but is intended primarily for use on petroleum products. By being adjusted just right, it can be used to pick out a single component from a complex mixture. Taking benzine out of aircraft gasoline would be an example of this. Also, it can separate one mixture from another — like taking diesel fuel out of lube oil.

The new precision fractionation column replaced an older device which required constant attention and had nowhere near the performing ability of the new one. The new automatic unit can distill liquids with boiling temperatures up to 680 degrees Fahrenheit. It is expected to play an important part in future study of synthetic crude oils.

Reenlists at Age of 17

Quite a few people have enlisted in the Marine Corps at the age of 17, but as far as we know only one man has reenlisted in the Marine Corps at that young age. It wasn't all according to Hoyle or the Manual, but the Marines were glad to have him the second time if not the first.

The military career of Robert James Swanson began when he was 15 years old. He claimed to be 17 at the time, however, and took a birth certificate with him to the recruiting office to prove it. He was a marine for five months before the Corps found out that the birth certificate was that of Robert's brother, Richard James Swanson, who died in infancy. You see, Robert had enlisted under the name of Richard and had used that name all that time. It wasn't exactly the thing to do, but it did indicate a love for the Marine Corps.

The Corps paid him off with an honorable discharge and said it would be glad to have him back as soon as he was 17 — if his mother would consent to his enlisting. Just recently Robert James Swanson turned 17. His mother said it was O.K., so he's a leatherneck again.

QUIZ AWEIGH

Confucius made the widely quoted estimate setting the value of any given picture at approximately 10,000 words. What can you say, that's accurate, about the several pictures below?



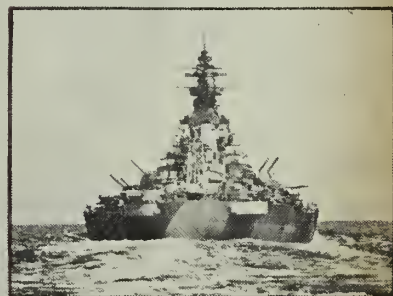
1. Sometimes referred to as "Able Mabel," the correct nomenclature for this versatile carrier-based heavyweight is (a) AD-1 Devastator (b) XSBM Mauler (c) AM-1 Mauler.

2. The rake-like attachments open along the after edge of her wing are (a) speed brakes (b) landing flaps (c) dive flaps.



3. If the background of this flag were blue, it would be the flag of (a) Assistant Secretary of the Navy (b) Secretary of the Navy (c) Under Secretary of the Navy.

4. If the background were red it would belong to (a) Under Secretary of the Navy (b) Assistant Secretary of the Navy for Air (c) Assistant Secretary of the Navy.



5. Pictured is (a) battleship (BB) (b) armed lightship (ALS) (c) amphibious force flagship (AGC).

6. This view is of her (a) bow (b) beam (c) stern.

SERVICESCOPE

Brief news items about other branches of the armed services.

★ ★ ★

WITH SPRING comes the break-up of glacial ice in the fjords and bays of Greenland, starting the annual 2,000-mile march of icebergs south toward the North Atlantic and the world's busiest shipping lanes.

To the Coast Guard falls the chore of counting the frosty noses of these icebergs in an annual census. Reporting on evidence gathered by surface vessels and a two-plane photographic mission, Coast Guardsmen found 40,232 icebergs last season.

For three years these will drift downward from their Baffin Bay homeland. They cannot be destroyed by man or diverted from their courses, and it's fortunate that Mother Nature takes a hand and disintegrates hundreds of these bergs en route.

Other hundreds out of the 40,232 will survive the trip and appear in the North Atlantic from April to July in 1952, looming into steamer lanes that are fog-bound at that time of year.

Following ice warnings published by the Coast Guard as a result of this season's and other patrols, mariners of 1952 shouldn't run into too much trouble during the ice season. Not nearly as much as otherwise.

The last Aerial Iceberg Census was number two in the annual enterprise, the first being made in 1948.

★ ★ ★

THE ARMY is looking forward to the time when guided missiles will be able to take off in San Francisco at 1100 some morning and arrive in Sidney, Australia, by lunch time.

In anticipation of such a high-speed missile, the Army and California Institute of Technology have built a new wind tunnel on the CIT campus which can blow up a gale ten times the speed of sound.

Into this terrific breeze, the Army engineers will insert new shapes for guided missiles in an attempt to solve the multitude of problems that supersonic flight poses for them.

The guided missile people hope to get much basic information on shock-waves, "boundary layers," and



SALTY crew member of the Coast Guard cutter *Evergreen* stands frigid watch during 1949 'Iceberg Census.'

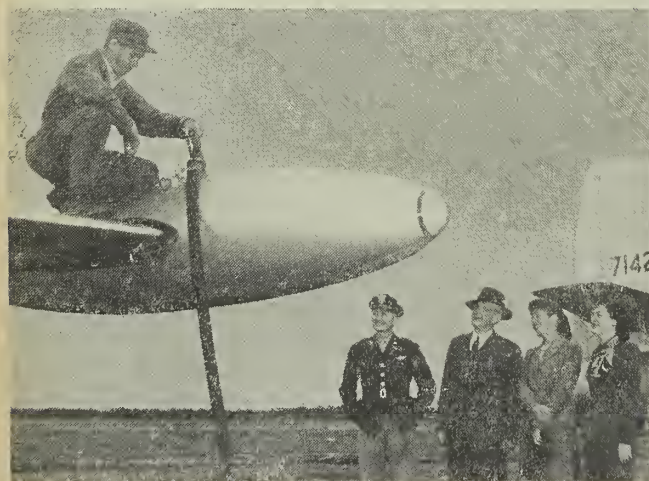
characteristics of air flow from their large, new tunnel. With this data they hope to be able to design new and better supersonic tunnels and new and better supersonic missiles.

The wind in the new CalTech tunnel sails past models of guided missiles so fast that the engineers cannot even trust their eyes. A special camera has been rigged above the "working section" of the tunnel to record exactly what happens when the big breeze is turned on.

★ ★ ★

SEVEN HUNDRED Air Force training planes known as T-6 *Texans* are going back to the factory for a complete face-lifting. When they get back on the job they will be up-to-snuff 1950 models with the latest refinements.

Besides being given a thorough overhaul, the planes are receiving extensive changes in equipment. Some of the most apparent are a square-ended propeller to replace the noisier round-ended blades, single-pane safety-glass canopy windows, and a relocated antenna. Other new features are a solid-tired tail wheel which is steered along with the rudder, larger fuel tanks, and metal-



AWED by jets, C. D. Crawford, a Cape Cod business man, and family went to inspect the jet fighter unit at AFB Otis. Left: Crawfords and base CO watch airman refuel *Thunderjet*. Right: Pretty Ann dons helmet and sits at the controls.

covered control surfaces. The '50 model *Texan* will have the same engine as before, and the over-all outside appearance of the plane will be much the same as before.

The planes will have a standardized combat-type cockpit arrangement. A redesigned instrument panel will have instruments and controls regrouped for ease and efficiency of operation. Many other new developments will be incorporated in the new T-6. The plane will be used as a basic trainer, instead of as an advanced trainer — its former employment.

"MORE CONCISE" is the way the Army describes its new Official Army Register for 1949, a two-volume edition of which the first is 906 pages long.

The list of Regular Army officers, names of general officers, a roll of honor for participants in the yellow fever investigations in Cuba, a record of Military Academy distinguished cadets, and Army pay tables are included in volume one. The second volume lists honorary retired officers.

The new work is more brief than previous Army Registers, which was completely rewritten to extract infrequently consulted material.



PENETRATION fighter, USAF's F-90 will operate deep within enemy territory. A *Shooting Star* flies wing on it.

HALF A MILLION new identification cards will be issued to officers and men of the Army's Organized Reserve Corps.

For the officers, this is the first time they will have credentials to identify them with the Reserve program. Cards now held by 300,000 men of the enlisted reserve will be replaced with the new type.

Dust is being collected by the Army — not the kind of dust that denotes idleness and disuse, but platinum and rhodium dust worth from \$69 to \$120 per ounce.

These two precious metals are used in manufacturing explosives. As catalytic agents they cause certain chemical action to occur without being destroyed themselves. The action does cause tiny particles of the metal to break away, however, and fall to the bottom of the chemical equipment.

Ammunition plants being disposed of as surplus comprise the Army's precious-dust mine. Almost \$100,000 worth of pulverized platinum and rhodium has been sal-



SHOPPING along the Ginza, Tokyo's Broadway, two FEAF airmen stop to purchase Jap getas for souvenirs.

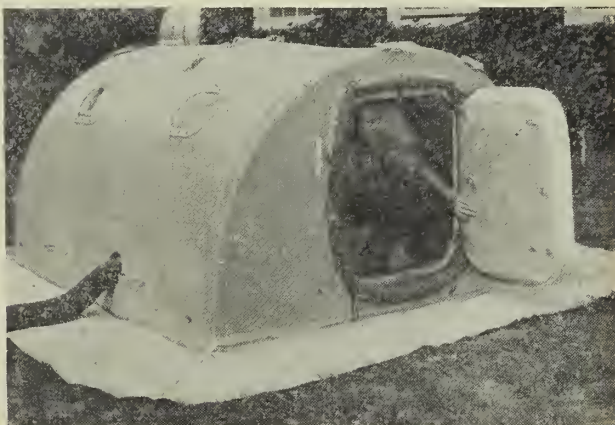
vaged. When refined, it is expected to amount to nearly 1,300 troy ounces of platinum and approximately 41 ounces of rhodium.

AIR WEAPONS development and evaluation will be the major mission of a new multi-million dollar Air Engineering Development Center to be located at Camp Forrest, Tenn.

Several wind tunnels for aircraft testing, an altitude test chamber for research and development of jet engines, and testing equipment to keep up with the latest developments in transonic and supersonic will be installed at the center.

The site was chosen in a three-year survey because of the availability of large amounts of power and water from the facilities of the Tennessee Valley Authority. More than 25 locations throughout the nation were studied before the final choice was made.

The 1950 budget included an appropriation of \$6,000,000 in cash and contract authority of \$24,000,000 to begin the AEDC program.



PNEUMATIC four-man Quonset hut for arctic use can be inflated with a hand pump in three minutes.

THE BULLETIN BOARD

Enlisted Training Billets Now Open in Submarine Service

Training billets are now open for qualified petty officers and non-rated men who want to get into the submarine service.

BuPers Circ. Ltr. 97-48 (NDB, 30 May 1948) contains the latest information regarding assignment of enlisted personnel, both rated and non-rated, to submarine duty.

Enlisted men who have the desire to serve on submarines and who are able to meet the stiff requirements laid down for men who get duty in the undersea boats may apply for the U. S. Naval Submarine School at New London, Conn.

At the school, you will get an intensive, eight-week course in basic submarine equipment. The course is designed to familiarize the petty officer and non-rated man alike in the intricacies of submarines and how they differ from surface vessels.

A new class convenes at the school every four weeks during the year. The next one starts on 16 Jan 1950. Graduates of the school will take their places on boats of the fleet.

Requests for submarine training may be submitted by petty officers first, second and third class in the following ratings: TM, QM, FC, FT, RM, SO, EN, EM, IC, YN; first and

James Forrestal Memorial Bust Will Cost \$35,000

Approximately \$35,000 will be spent on the James Forrestal Memorial which will be placed in the Pentagon building in Washington, D. C.

The bust of the former Secretary of the Navy and Secretary of Defense will be executed by a sculptor chosen by the Memorial Committee, whose members will rely on the advice of outstanding professional sculptors.

Thirty-five plaster models were submitted by various sculptors in the open competition.

second class HM; and SN, SA, FN and FA.

Here are the qualifications you need to be eligible:

- Be a volunteer for sea duty in submarines. This means you must sign a statement, "I volunteer for submarine duty" and insert it on page 9 or page 4A-4B in your service record.

- Be emotionally and mentally stable and mature. Your service record will play a big part in determining these factors.

Marines Taught Flight Safety by 'Fine' New System

At Marine Corps Air Station, El Toro, Calif., a unique system of promoting safety has been placed in operation by Marine Fighting Squadron 311.

Both students and instructors are fined for violation of rules and errors in procedure when taking off and landing the TO-1 jets used by the squadron. For example, taxiing with flaps down, landing with canopy closed, etc., costs the offender a small fine which is donated to the squadron's coffee mess fund.

During take-offs and landings a runway officer stands along the runway with a portable radio to coach student-pilots safely on the field, and to spot errors in landing and take-off procedures.

Recently a retired officer toured

the air station and was invited to watch the student pilots in action. The "fine" system was explained to him. While standing along the runway with the runway officer a student made a perfect landing in his jet. However, in the hot California sunshine his brightly burning running lights appeared a little unnecessary. The runway officer contacted him by portable radio, the lights were turned off, and the student was fined 25 cents for his boner.

Later the retired officer got a close up look at the jets and the bewildering array of gauges and gadgets crammed in the cockpit. When the inspection tour was over he turned to his guide, handed him a quarter and said, "I'd like to pay that young man's fine."

- Have a minimum combined GCT-ARI score of 100.

- Be physically qualified for submarine duty (see Manual of the Medical Dept., Art. 21133).

- Have at least 12 months in the naval service and at least six months in your present ship or at your present station. Personnel serving in newly commissioned ships should not forward applications until they have completed 12 months' service therein.

- No age limit is set, but maturity and flexibility are primary requirements. If you are over 30, your commanding officer must endorse your emotional, mental and physical condition.

The following personnel are not eligible to submit requests for submarine school: Recruits undergoing recruit training, personnel attending Navy schools, Seabee personnel and personnel in a transient status.

Enlisted personnel who have been separated from the submarine force and who carry the designation SS may also submit requests for return to the submarine force, provided they are physically and temperamentally qualified. In all cases, however, these former submariners will not be ordered to the school at New London, but to ComSubLant or ComSubPac for further assignment to duty.

Chaplains in Two Areas To Take Part in Retreats

Chaplains of the Army, Navy and Air Force serving in the Caribbean and Hawaiian areas are withdrawing from active military life during the last week in January and the first week in February 1950 for a period of spiritual renewal. Such spiritual retreats were conducted earlier in Europe and the western Pacific, with excellent results reported.

Also taking part in the retreats are selected clergymen of the Protestant, Catholic and Jewish faiths, chosen from among non-military ministers, priests and rabbis by the Armed Forces Chaplains Board.

Tests Will Be Given All MUCs To Evaluate Musicianship, Skill in Conducting Bands

Plans are being made to evaluate the musicianship and conducting ability of all chief musicians in the Navy. First class musicians with 10 or more years of service will also be evaluated if they desire it – and are recommended by their commanding officers.

Purpose of this evaluation is to determine the calibre of the leading musicians in the Navy, with a view to establishing standards and policies for selecting and assigning future band leaders, and to select candidates for advanced musical education.

Commanding officers of all activities to which chief or first class musicians are assigned were directed by BuPers Circ. Ltr. 194-49 (NDB, 15 Nov 1949) to issue temporary additional duty orders to such personnel, directing them to report to a designated receiving station where the evaluation will be conducted.

Eligible personnel assigned to the U. S. Navy Band, U. S. Naval Academy Band, U. S. Navy School of Music and NAS Anacostia, D. C., will be ordered to report to the Receiving Station, Wash., D. C. prior to 6 Feb 1950 for the evaluation.

Eligible personnel assigned to ac-



tivities located in the Atlantic and Caribbean areas and in the continental U. S. east of the Mississippi River (except for the areas listed above) will be directed to report to the Receiving Station, Norfolk, Va., prior to 13 Feb 1950.

Eligible personnel assigned to activities in the Pacific and continental U. S. west of the Mississippi River will be directed to report to the Receiving Station, San Diego, Calif., prior to 13 Mar 1950.

Musicians temporarily transferred for evaluation will carry their service records with them. BuPers emphasizes it is most important that these records be correct and up to date. In addition, the records of musicians first class will be accompanied by a letter of recommendation from their commanding officers, including a statement of the commanding officer's estimate of the musician's ability as a petty officer.

During the week of temporary additional duty each musician will: (1) Take a battery of tests to determine his musical aptitude and achievement (No specific preparation is necessary); (2) Be auditioned for proficiency in his instrumental specialty (each man may bring his instrument if suitable for transportation); (3) Be observed for skill in actually conducting a band (4) Be given a personal interview by members of the Evaluation Board; (5) Have his record reviewed for supplementary information as desired by the board.

The Evaluation Board, advised by civilians experienced in musical education, will make recommendations to the Chief of Naval Personnel as to assignment and education of the personnel auditioned.

MAG 12 Is Awarded PUC, Shares in Award of NUC For Blasting Jap Convoys

Credited with stopping Japanese convoys from reinforcing their harassed fighting units on western Leyte, Marine Aircraft Group 12 now holds a newly awarded Presidential Unit Citation.

Marine fighter pilots loaded up their Corsairs with bombs to strike hard at enemy convoys during the latter stages of the Battle of Leyte. The period of the citation is from 3 Dec 1944 to 9 Mar 1945.

In addition, Group 12 participated in the award of the Navy Unit Commendation to Marine Aircraft Groups, Zamboanga, for heroism in support of elements of the Eighth Army in the Philippines, for the period of 10 Mar to 30 June 1945. The unit is presently stationed at MCAS El Toro (Santa Ana), Calif., as a fighter group.

Also participating in the Navy Unit Commendation to MAG Zamboanga were Marine Aircraft Group 32 and Marine Aircraft Group 24 for the periods 16 Mar to 30 June 1945 and 11 Apr to 30 June 1945, respectively. These two groups with Group 12 comprised MAG Zamboanga.

Now decommissioned, Group 32 received the NUC for its highly effective work with dive and patrol bombers. Group 24 employed dive bombers during the period of its citation. Its present base is MCAS Cherry Point, N. C.

New Technique Developed To Fight Malaria

Scientists under contract to the Office of Naval Research are using a new technique to fight malaria, the scourge of fighting men in tropical areas. The technique involves development of certain malaria parasites in chicken embryo tissue cultures – that is, in tissue specimens taken from unhatched chickens.

The new technique is expected to yield new information relating to the period after a person has been bitten by a malaria-carrying mosquito but before he comes down with malaria. This period is approximately seven days in length. Except for mosquito control, the present methods of combating malaria are effective only after the victim has contracted the sickness.

Weekend Leatherneck Fliers Log 23,000 Hours in Air

Weekend Leatherneck fliers put in almost 23,000 hours of airborne time in combat type planes in the Marine Air Reserve Command's 1949 air training program. Some of this time was in jet aircraft.

A total of 933 pilots took part in the year's flying. Most of the hours were accumulated in support of amphibious operations at Camp Pendleton, Calif., Little Creek, Va., and Camp LeJeune, N. C.

A record in availability was set during maneuvers at El Toro, Calif., in August. There, an average of 97.06 per cent of the planes were always ready to fly at a moment's notice.

Here's a New Official List of Designations of Navy's Ships

This is a new complete official list of designations of naval vessels, district craft, service craft and floating equipment:

Battleships	BB	Escorts (180'), Control	PCEC	Gunboats	PG
Cruisers:		Landing Ship, Flotilla Flagship	LSFF	Motor Gunboats	PGM
Heavy	CA	Landing Ship, Infantry Gunboat	LSIG	River Gunboats	PR
Large	CB	Landing Ship, Infantry (Large)	LSIL	Motor Torpedo Boats	PT
Light	CL	Landing Ship, Infantry (Mortar)	LSIM	Yachts	PY
Antiaircraft	CLAA	Landing Ship, Infantry (Rocket)	LSIR	Auxiliaries:	
Task Fleet Command Ship	CLC	Landing Ship, Support (Large)		Destroyer Tenders	AD
Hunter Killer Ship	CLK	Mk. III	LSSL	Degaussing Vessels	ADG
Aircraft Carriers	CV	Landing Ship, Dock	LSD	Ammunition Ships	AE
Heavy	CVA	Landing Ship, Medium	LSM	Store Ships	AF
Large	CVB	Landing Ship, Medium (Rocket)	LSMR	Miscellaneous	AG
Small	CVL	Landing Ship, Tank	LST	Ice Breakers	AGB
Escort	CVE	Landing Ship, Tank (Casualty		Motor Torpedo Boat Tenders	AGP
Destroyers	DD	Evacuation)	LSTH	Surveying Ships	AGS
Destroyer Escorts	DDE	Landing Ship, Vehicle	LSV	Surveying Ships (Coastal)	AGSC
Hunter Killer Destroyers	DDK	Mine Vessels:		Hospital Ships	AH
Radar Picket Destroyers	DDR	Mine Layers	CM	Cargo Ships	AK
Submarines	SS	Mine Layers, Coastal	CMC	Cargo Ships, Light	AKL
Anti-submarine	SSK	Auxiliary Mine Layers	ACM	Net Cargo Ships	AKN
Guided Missile	SSG	Mine Sweepers	AM	General Stores—Issue Ships	AKS
Transport	SSP	Auxiliary Motor Minesweepers	AMS	Cargo Ship and Aircraft Ferry	AKV
Radar Picket	SSR	Light Mine Layers	DM	Net Laying Ships	AN
Oiler	SSO	Mine Sweepers, High Speed	DMS	Oilers	AO
Cargo	SSA	Patrol Vessels:		Gasoline Tankers	AOG
Amphibious Vessels:		Escort Vessels	DE	Transports	AP
Amphibious Force Flagship	AGC	Escort Vessel, Radar Picket	DER	Barracks Ships, Self Propelled	APB
Cargo Ships, Attack	AKA	Submarine Chasers (110')	SC	Transports fitted for Evacuation	
Transports, Attack	APA	Submarine Chasers (136')	PCS	of Wounded	APH
High Speed Transports	APD	Submarine Chasers (173')	PC	Transport and Aircraft Ferry	APV
Escort Vessels, Control	DEC	Escort (180')	PCE	Repair Ships	AR
Submarine Chasers (110'), Control	SCC	Escort (180') Rescue	PCER	Repair Ships, Battle Damage	ARB
Submarine Chasers (136'), Control	PCSC	Eagles	PE	Repair Ships, Internal Combustion	
Submarine Chasers (173'), Control	PCC	Frigates	PF	Engine	ARG

WAY BACK WHEN

American Ingenuity

How the quick wit of his first lieutenant enabled John Paul Jones to continue to victory in the battle between *Bonhomme Richard* and the British *Serapis* is part of the early history that helped built the spirit of today's Navy.

The battle between the two ships was near its height when a panic-stricken subordinate unwittingly set free the English prisoners who were held aboard *Bonhomme Richard*. Since the prisoners outnumbered Jones' crew, the situation was one of great danger. If they should have time to learn the state of affairs and organize an attack, the result might well be fatal for the Americans.

At this point, Richard Dale, the first lieutenant, went below to learn why the gun cartridges had ceased coming up. He found confusion and the free prisoners in a state of wild turmoil, rushing about like loose cattle.

Dale saw the danger at a glance and his quickness of wit saved the situation.

"To the pumps, you fellows!" he shouted.



"*Serapis* is ready to sink and we will all of us go to Davy Jones if this ship is not kept afloat. Here, some of you, get buckets and fight the fire. Your lives depend on yourselves."

In a few minutes he had them all busily at work, and until the battle ended no respite was allowed them, no time to think or conspire.

Heavy-Hull Repair Ships	ARH
Repair Ships, Landing Craft	ARL
Salvage Vessels	ARS
Salvage Lifting Vessels	ARSD
Salvage Craft Tenders	ARST
Aircraft Repair Ships	ARV
Aircraft Repair Ships (Aircraft)	ARVA
Aircraft Repair Ships (Engine)	ARVE
Submarine Tenders	AS
Submarine Rescue Vessels	ASR
Ocean Tugs, Auxiliary	ATA
Ocean Tugs, Fleet	ATF
Ocean Tugs, Old	ATO
Ocean Tugs, Rescue	ATR
Seaplane Tenders	AV
Seaplane Tenders (Destroyers)	AVD
Seaplane Tenders (Small)	AVP
Aviation Supply Ships	AVS
Distilling Ships	AW
Miscellaneous, Unclassified	IX
Auxiliary Floating Dry Docks, Big	AFDB
Auxiliary Floating Dry Docks, Little	AFDL
Auxiliary Floating Dry Docks,	
Medium	AFDM
Floating Dry Docks	ARD
Service Craft:	
Crane Ships	AB
Mine Sweepers, Coastal	AMC
Mine Sweepers, Coastal (Under-	
water Locator)	AMCU
Coastal Transports, Small	APC
Barracks Ships (Non-Self-Propelled)	APL
Repair Docks, Concrete	ARDC

Catapault Lighters	AVC
Landing Craft, Tank	LCT
Motor Boats, Submarine Chasers ..	PTC
Yachts, Coastal	PYC
Ash Lighters	YA
Auxiliaries, Miscellaneous	YAG
Open Lighters	YC
Open Lighters, Experimental	EYC
Car Floats	YCF
Open Cargo Lighters	YCK
Aircraft Transportation Lighters ..	YCV
Floating Derrick	YD
Degaussing Vessels	YDG
Diving Tenders	YDT
Covered Lighters, Self Propelled	YF
Ferryboats and Launches	YFB
Floating Dry Docks	YFD
Covered Lighters, Non-Self-Propelled	YFN
Covered Lighters, Experimental ..	YFNX
Covered Lighters, Big	YFNB
Covered Lighters (for use with dry docks)	YFND
Covered Lighters (Special Purpose)	YFNG
Floating Power Barge	YFP
Covered Lighters, Refrigerated (Self-Propelled)	YFR
Covered Lighters, Refrigerated (Non-Self-Propelled)	YFRN
Torpedo Transportation Lighter	YFT
Garbage Lighters (Self-Propelled) ..	YG
Garbage Lighters (Non-Self-Propelled)	YGN
House Boats	YHB
Scows, Heating	YHT
Dredges	YM
Motor Mine Sweepers	YMS
Gate Vessels	YNG
Net Tenders (Tug Class)	YNT
Fuel Oil Barges (Self-Propelled) ...	YO
Gasoline Barges (Self-Propelled) ..	YOG
Gasoline Barges (Non-Self-Propelled)	YOGN
Fuel Oil Barges (Non-Self-Propelled)	YON
Oil Storage Barges	YOS
Patrol Vessels	YP
Floating Pile Drivers	YPD
Pontoon Stowage Barges	YPK
Floating Workshops	YR
Submarine Repair and Berthing Barge	YRB
Workshops, Floating Dry Dock (Hull)	YRDH
Workshops, Floating Dry Dock (Mach.)	YRDM
Covered Lighters (Repair)	YRL
Stevedoring Barges	YS
Seaplane Wrecking Derrick	YSD
Salvage Pontoons	YSP
Sludge Removal Barges	YSR
Harbor Tugs, Big	YTB
Harbor Tugs, Little	YTL
Harbor Tugs, Medium	YTM
Torpedo Testing Barges	YTT
Water Barges (Self-Propelled)	YW
Water Barges (Non-Self-Propelled)	YWN



Old-Time Travel Orders Covered Lot of Territory

Travel orders for sailors, marines and soldiers of Revolutionary Days had to be just as legal and correct as those of today — and that detail constituted something of a problem to the people charged with writing them.

Trouble was that, because of slow communications, the situation at the destination might have been changed for days or even weeks, with the result that the orders might be outdated before his arrival.

Only way to get around this was to write orders covering all possibilities, predicating most of the directions on many big ifs.

To wit, here's a set of travel orders dated 6 July 1770, as issued by the CO, Federal Defense of Yorktown and New York Harbor in Yonkers Docks, Bradock Barracks, Miller's Junction, R. I. Actually, it's an order to issue travel orders:

"1. Issue necessary orders sending one enlisted man on horseback, via safest and most convenient route at Government expense, to Fort Von Steuben on the Ohio River below the junction of the two great rivers at Old Fort Pitt, for the purpose of carrying secret dispatches to Major Alonzo De LaFayette, who at last official roll call, is the commandant

of Fort Von Steuben. If, upon arrival, Maj. LaFayette is either dead or resigned, the soldier will deliver the dispatch to the immediate commanding officer.

"2. The expense section of the Finance Department will supply this courier with the necessary cash to buy himself sufficient food supplies to subsist him the entire journey. If the finance department at the destination is not functioning, the enlisted man is authorized to barter with the neighboring Indians for necessary salt and other miscellaneous necessities for the return trip. Uniform buttons and musketry badges may be utilized in connection with bartering. The expedition directed is considered necessary in the military service. Government mounts and subsistence will be furnished, and if used in bartering, uniform buttons and marksman medals will be replaced by the Government upon application for same by the enlisted man concerned.

"3. Upon return to his home station, soldier will submit a written report showing the full names and ranks of commanding officer of all forts visited, so that the Department of War can be informed and bring their rosters up to date."

California's Bell Retired; On Display in Sacramento

The state of California has been presented with the ship's bell from the battleship that bears its name.

The 350-pound bronze bell, taken from *uss California* (BB 44) which is now in the Reserve Fleet on the East Coast, was given to Governor Earl Warren in a brief ceremony on the capitol grounds in Sacramento.

California was one of the battle-wagons that caught the full fury of the Japanese air attack upon Pearl Harbor 7 Dec 1941. Badly damaged

in the attack, *California* was subsequently repaired and sent out to join the fleet during the Marianas occupation.

A few months later she participated in the Battle of Leyte Gulf and was one of the famous group of "old battleships" that succeeded in "crossing the Japanese T" in the battle for Surigao Straits. She was credited with an assist in the sinking of one Jap battleship. She was later hurt by a Jap kamikaze plane.

The famed bell has been set up for public display in Memorial Grove on the capitol grounds.

Enlisted Wave College Grads May Apply for Commissions

Applications from enlisted Navy women who have college educations for commission in the line or Supply Corps are now being accepted. Also, former service women — officers and enlisted — members of Reserve components of all branches of the armed forces, and women without prior military service are eligible to apply through offices of naval officer procurement.

Enlisted Wave college graduates are invited to apply for appointment to the rank of ensign in the line or Supply Corps by BuPers Circ. Ltr. 173-49 (NDB, 15 Oct 1949). The following three paragraphs given in the circular letter govern the time element involved in submitting applications:

- Two indoctrination classes for accepted line officers are expected to be convened yearly. Applications received in BuPers between 15 May and 15 October of each year will be considered for the class convening the following January. Applications received between 15 October of one year and 15 May of the following year will be considered for the class convening the following July.

- An indoctrination class com-

Caretaker Duties Over Oil Lands Transferred

Caretaker responsibilities of the petroleum reserve lands in Wyoming have been transferred from the Navy to the U. S. Geological Survey.

As a result of the transfer, the Naval Inspector's Office at Casper, Wyo., has been closed. The Navy emphasized that transfer of the "caretaker" duties does not mean it has relinquished its legal administrative authority over the property.

The petroleum reserve lands include the oil field at Teapot Dome. These fields have not been worked since they were returned to Navy administration in 1927.

mencing in January 1950 is now scheduled for selected Supply Corps candidates. To be considered for this class, applications had to be received in BuPers before 15 Oct 1949. Applications received after that date and now being received will be considered for later classes when the convening dates have been set.

- Applications for the above programs will be considered once only. If the candidate is notified of her rejection, a new application must be submitted if further consideration is desired. A period of one year from date of original application must elapse before a new application can be submitted.

When applications are received in the Bureau of Naval Personnel, they will be screened for completeness and compliance with the basic qualifications. The application files will be delivered to the selection board convened to select these candidates. Appointments and orders will be delivered to selected candidates via official channels. Candidates found not qualified, or not selected, will be notified in writing by the Chief of Naval Personnel.

As outlined by the circular letter, applicants must:

- Be not less than 21 nor more than 25 years of age on 1 July of the year in which appointed.

- Be a graduate of an accredited college or university. Applicants for the Supply Corps with a background in business administration are particularly desired.

- Be physically qualified in accordance with the physical requirements for original appointment in the U. S. Navy as set forth in current Bureau of Medicine and Surgery Instructions.

- Be a native born citizen of the U. S., or naturalized for a period of at least 10 years.

- Establish mental, moral and professional fitness, and aptitude for the naval service. This will be determined by interviews, investigations, and review of high school, college and employment records.

- Be unmarried at time of appointment.

- Must not be the mother of a child under 18, regardless of the legal custody of the child. She must not be the adoptive parent or personal custodian of a child under 18, nor the stepparent of a child under 18 if the child lives within her household for more than 30 days per year.

- She must be entitled to an honorable discharge.

Applications from enlisted women on active duty should be forwarded

Land-Based Test Mast Will Duplicate Ship's Motion

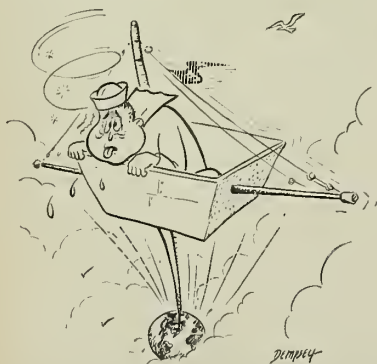
It used to be that a sailor on shore duty could be fairly safe from motion-sickness, if he stayed out of vehicles and carnival "rides." It isn't that way any more, though — or won't be very long.

At the New York Naval Shipyard the Navy is building a 75-foot land-based mast that will be able to go through all the motions of a ship's

mast in any kind of weather at sea. Its base will be made of concrete, planted firmly in the ground. But the rest of the device will be waved around — violently, gently or otherwise — by machinery.

Purpose of the gyrating mast will be to test instruments or mechanisms designed for shipboard use. Previously, the best way to do that was to send the instruments to sea on a ship and look for bad weather. That cost a lot of money, and was slow. Everyone thinks the new mast will do the job more quickly, easily and cheaply.

The mast has platforms at every 10-foot point and one at the very top. The 40-foot platform has a handrail and the access ladder is caged above the 20-foot mark. The mast will be able to swing through an 80-degree arc as well as to duplicate any other motion of a ship at sea.



to the Bureau of Naval Personnel (Attn: Pers-366) via the CO. Applications will consist of the following documents:

- Application for Commission (NavPers 953A)—two copies. These may be obtained from any naval district printing and publications office. Photos may be omitted if already on file in BuPers.

- Educational transcripts—one copy from each high school and college attended, if not already on file in BuPers.

- Report of Medical Examination (Standard Form 88)—two copies, (Form 89) attached to original.

Candidates will be required to take the Officer Qualification Test. Tests and instructions will be issued by BuPers after applications are received.

Women selected for appointment to the line will be ordered to the General Line School, Newport, R. I., in January and July, for indoctrination. The course will be five months in length. Following their indoctrination course, these ensigns will be ordered as junior officers to various shore activities for duty. Their types of duty will consist of personnel work, public relations, training, publications, intelligence, communications, logistics, operations or any similar type of duty where there are authorized billets for military personnel.

Women selected for appointment in the Supply Corps will be ordered to the Navy Supply Corps School at Bayonne, N. J., for indoctrination and supply training.

Requests for separation from the Regular Navy for the reason of marriage will not be approved until the women have completed one year of active service.

The Bureau has established a policy for rotation of duty between districts and commands within the continental U. S. and between selected overseas bases. Women may express preference for duty, but all assignments, including overseas, will be based upon the needs of the service.

The Bureau expects that there will be opportunities in the future for enlisted women who are unable to meet the present educational requirements, to qualify for appointment.



"... and what makes you think you have fungus, chief?"

World's Strongest Radio Will Be Built by Navy

The Navy is about to build what will be the world's most powerful radio station in an isolated valley in the Pacific northwest.

Ground is already being broken for the new transmitting station which will be built near Arlington, Snohomish County, Washington, and will develop more than 1,000,000 watts.

With its powerful new station, the Navy expects to be able to send out a low frequency radio signal that will come in strongly on the receiver of a ship in the farthest reaches of the Pacific Ocean.

Usually, radio waves run into trouble in the North Pacific where their propagation is disturbed by frequent magnetic storms and other difficulties. As a result, transmission to this area often has been erratic and unreliable. Now, Navy experts hope, by using lower frequencies and greater power, the new transmitter will be able to maintain constant contact with ships in the far north.

The antenna set-up for the giant new transmitter will resemble a dream out of H. G. Wells more than a practical project in radio transmission. Huge wire cables will be strung from 200-foot towers atop 2,500-foot mountains on either side of the valley. Like so many wire clotheslines, the great antennas will span the intervening mile and a half.

Vertical downleads will drop 900 feet from the center-point of each span to the floor of the valley where they will be securely anchored to withstand high winds and icing. A feeder line will run from the end of the downleads to the transmitter itself.

The transmitter building, which will be a modified T-shaped struc-

ture, will be built of reinforced concrete and will be completely functional. Its construction, involving an elaborate grounding system and the use of copper shielding because of the intensive field of radio energy to be developed, will require from 15 to 18 months. The rear rectangle part of the building will house the station's two dual helix rooms.

Land at the site is being cleared, roads constructed, the creek channel at the center of the valley diverted, and substation and transmission lines erected. Contractor's bids for construction of the building have been opened in Seattle. The transmitter alone is expected to cost \$2,500,000.

Because the site is isolated from populated places, the project also provides for the construction of married officer's and enlisted men's quarters and for a recreation building, in addition to a supplemental shop and facilities buildings.



Dreadnought

Dreadnought, meaning fearless, is a term applied to a single caliber big-gun battleship. It came into popular usage just after the turn of the century when the British built a battleship christened *HMS Dreadnought* having armament of ten 12-inch guns and twenty-four 12-pound quick fire guns for protection against torpedo boats.

Dreadnought was the first battleship of the type characterized by a main armament of big guns all of the same caliber. Since then any battleship having its main armament entirely of big guns all of one caliber has been called a dreadnought.

Since *Dreadnought* was built, the caliber of the heaviest guns has increased from 12-inch to 14, 15, and more, and the displacement from 18,000 tons upwards.

3-Man Commission Named To Investigate Ways to Improve Military Housing

Investigating ways to correct unsatisfactory or inadequate military housing, a three-man commission of civilian experts in the field will have a full report prepared sometime this Spring as a guide for the Department of Defense.

A memorandum from the Secretary of Defense to the chairman of the group pointed out that, "With the relatively small amount of family housing existing at installations of the military departments, by far the major hurdle has been to secure reasonably adequate housing, either government-owned public quarters or at a rental which the individual family can afford."

Heading the commission as chair-



"But the plan of the day stated ribbons."

man is Bertram E. Giesecke, member of an architectural-engineering firm, Austin, Texas. The other two members are Frank E. McKinney, president of a financial company, Indianapolis, Ind., and Clarence H. Low, director of several real estate and business firms, New York City.

To be reported on are the following points:

- Review of current laws governing family housing at government expense, including consideration of housing for both military and civilian personnel, and an inquiry into the need of supplying housing to personnel not entitled under present law.

- An examination of standards for family housing, including sizes, materials, designs and types. Such standards are needed in preparing and estimating the cost of construction programs, in determining rentals, and in planning for the disposal of sub-standard facilities.

- Review of the rules, procedures and practices of the military departments relating to family housing. This will include recommendations to eliminate serious inequalities and to achieve such reasonable uniformity as may be necessary to improve efficiency and morale.

- Review of policies regarding charges for housing, including the adequacy of quarters for which full rental allowances are now withheld, including an estimate of the extent to which temporary expedients should be permitted to continue in use.

- Determination of the extent to which appropriated funds are required and the extent to which other means may be employed.

- A study of the means of providing suitable quarters for limited periods of time.

A-Bomb Blasts Injured No One Thanks to Careful Planning And Painsstaking Precautions

Of the thousands of men who had a part in the atom bomb blasts at Bikini, three and one-half years ago, not a one has experienced any physical ill effects, the Navy has announced.

Behind this 100 per cent perfect record lies the most careful planning and the most painsstaking precautions. To begin with, all personnel had been removed to a safe distance before the bombs went off. Observers and anyone else within ready seeing distance of the blast were equipped with special polaroid goggles for eye protection. Others in areas where it was thought a visible flash would be seen were instructed to turn their faces away or otherwise protect their eyes. Men carried specimens of unexposed film in their shirt pockets to reveal if they had been subjected to any appreciable radiation.

Boarding parties which examined the scorched and twisted ships were preceded by men carrying Geiger counters. Computations based upon Geiger readings showed how long the parties could remain and which areas should be especially avoided. Crews which later "cleaned" some of the radioactive ships were similarly protected, and guarded also by protective clothing and the most scientific safeguards in the way of washing and cleaning.

Many have wondered what radiation sickness is like — aside from any injury resulting from the bomb blast itself. In fact, some weird ideas have grown up concerning what radiation can do to the human body — and most of these are false. Radiation sickness is not entirely new to the medical world; it was well known long before Hiroshima.

Radiation sickness was first observed soon after the introduction of the X-ray machine. As the X-ray and radium became more and more widely used to treat certain ailments, the characteristics of radiation sickness became better known. Then, the many cases of radiation sickness after the bomb blasts at Hiroshima and Nagasaki provided much more evidence as to the nature and results of the ailment.

In the most severe cases of radiation sickness, the patient may die within a few days.

HOW DID IT START



Sailor's Friday

To the old time sailor Friday was a day of bad luck and definitely not a day to undertake anything as important as a sea voyage.

Some authorities claim the sailor's Friday superstition like so many others was founded in religious beliefs. The early Christian clergy was supposed to have bidden sailors: "Out of respect for the day of universal redemption, to await the morrow's sun."

Regardless of the origin, there was many a ship that did not sail on Friday even though it may well have been to its advantage commercially to have done so.

One story which epitomizes Friday's ill omen constantly pops up among the sea legends. The ship's keel, so it goes, was laid on Friday. She was launched on Friday, and was christened *Friday*. She was commanded by Captain Friday. She sailed on Friday. And she was lost on Friday.

tion sickness, the victim succumbs within a few hours. During those few hours, he is extremely weak and in a state of severe shock. His senses are dulled and he may have a fever. Scientists are still studying causes of early death following exposure to powerful radiation.

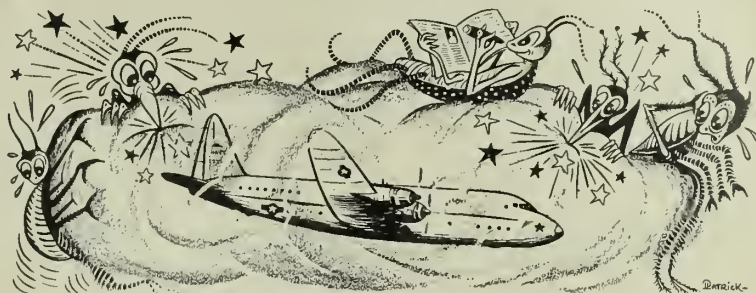
Persons severely exposed but not as severely as those just described, are also likely to present varying degrees of shock—even within the first few hours. Other symptoms likely to appear on the first day are lack of appetite, nausea and vomiting, fever, and extreme weakness. Sensations are dulled, and the patient is more likely to be indifferent to his surroundings than agitated. A few hours after exposure, the number of white blood corpuscles falls off.

Diarrhea may set in on the second day. This becomes worse as time goes by, if the victim survives beyond the second day. Spontaneous bleeding may become a serious problem late in the first week, along with ulceration of the tonsils and certain other parts of the body. There may not be any skin injury, and unless the victim has been otherwise injured, he may not feel much pain.

In individuals who survive the first week, the first symptoms aren't likely to be so severe or to appear so early. Shock is less pronounced, but the other symptoms come on—though more slowly. Various kinds of hemorrhages may occur. Resistance to disease and infection becomes increasingly feeble. Where burns or other injuries have damaged the skin, healing may be slow and heavy scar tissue may form. Patients who survive the first week are likely to be very anemic.

The more severe the illness, the longer recovery is likely to take. Husky persons are no more resistant to radiation illness than are the less robust. Changes in the intestinal tract may cause a severe state of malnutrition, even though the food intake is normal.

Those who show practically no signs or symptoms of radiation injury during the first two weeks probably won't become ill at all. Those who survive the first six weeks may recover normal health with the exception of a small percentage developing blood disorders due to the effect



New Spray Disinfects Interiors of Big Planes

Bedbugs, lice and fleas that manage to sneak aboard a Navy airplane for a free trip to the U. S. won't have a chance soon.

A new automatic insecticide spray which will effectively disinsect the interiors of all long-distance transport planes is in the testing stage and will in time be placed aboard all Navy transport aircraft currently in service.

The new system, which is able to reach into the most remote corners of an airplane, will mean certain death to these bedbugs, lice and fleas (the so-called "health pests") as well as to their cousins, the "agricultural pests."

The new insecticide system—called the "Snow-White system" after two of its developers—has been developed under the supervision of the Navy's Bureau of Aeronautics at the Naval Air Station, Jacksonville, Florida, in cooperation with the Navy's Bureau of Medicine and Surgery, Department of Agriculture and the Public Health Service.

The system is basically very simple. From a central tank of insecticide tucked well back in the fuselage, feed lines run out like the jointed legs of a spider to such out-of-the-way places as the wing

spaces, engine nacelles and wheel wells.

To completely disinsect his plane, a pilot has merely to push a button on his control panel and death-dealing insect spray shoots out in all directions throughout the plane, effectively spraying every nook and cranny.

Today on most Navy transport planes, a crewman must walk around the inside of the plane prior to take-off time, letting fly with the spray from an aerosol bomb. Navy experience with this system indicates that not only can the man not reach all parts of the plane but that also he may neglect some of the sections that he can reach.

The new equipment would eliminate all that. A heavy dosage of insecticide sufficient to kill the most hardy crawling insect would be sprayed about the plane before passengers came aboard. Then, when the passengers are in their seats, another lighter spray dosage would be shot into the plane to destroy any of the little devils that may have entered during loading.

Best of all, the Navy says, the new spray smells hardly at all and will not cause any eyes to smart or noses to burn.

of the radiation on the blood-forming organs of the body. Sterility may occur, however, from exposure to radiation wherein there are few or practically no symptoms.

Geneticists minimize the possibility of strangely formed offspring being born to parents who have been exposed to atomic radiation. They say that abnormalities in children of such parents more often consist of "obscure physiological weaknesses." Radiation sickness may cause sterility, but it won't directly cause impotence.

Sterility is often temporary. Impotence, if occurring, will be caused by general poor health resulting from radiation, and disappears with the return of good health.

While ALL HANDS is not a medical journal, these facts concerning atomic radiation are included because of the widespread interest and many mistaken ideas the subject has caused. Also, these are the things that didn't happen to the 36,000 sailors who were present at Bikini during Operation Crossroads.

List of Ships to Be Put in Mothballs

Here are the names of the ships that will be put in mothballs in the next few months in line with a reduction in funds available for the operating forces afloat.

The name and number of the ship is listed at the left; the port where the ship is to be berthed when it goes into the reserve fleet is listed at the right.

Aircraft carriers

uss *Rendova* (CE 114) Tacoma, Wash.
uss *Siboney* (CVE 112) Philadelphia, Pa.
uss *Bairoko* (CVE 115) Alameda, Calif.
uss *Kearsarge* (CV 33) Undetermined

uss *Leyte* (CV 32) Undetermined

Cruisers

uss *Pasadena* (CL 65) Bremerton, Wash.
uss *Springfield* (CL 66) San Francisco, Calif.

uss *Fargo* (CL 85) Bayonne, N. J.
uss *Spokane* (CLAA 120) Bayonne, N. J.
uss *Juneau* (CLAA 119) Bayonne, N. J.
uss *Macon* (CA 132) Philadelphia, Pa.

Submarines

uss *Capitaine* (SS 336) Mare Isl., Calif.
uss *Blower* (SS 325) Undetermined
uss *Raton* (SS 270) New London, Ct.
uss *Bumper* (SS 333) Undetermined
uss *Finback* (SS 230) New London, Ct.

uss *Carp* (SS 338) Mare Isl., Calif.
uss *Grouper* (SS 214) New London, Ct.
uss *Barbero* (SSA 317) Mare Isl., Calif.
uss *Sea Lion* (SSP 315) New London, Ct.

Destroyers

uss *Alfred A. Cunningham* (DD 752) San Diego, Calif.
uss *Blue* (DD 744) San Diego, Calif.
uss *Harry E. Hubbard* (DD 748) San Diego, Calif.
uss *Frank E. Evans* (DD 754) San Diego, Calif.
uss *Putnam* (DD 757) Charleston, S. C.
uss *Henley* (DD 762) Charleston, S. C.
uss *Willard Keith* (DD 775) Charleston, S. C.
uss *James C. Owens* (DD 776) Charleston, S. C.
uss *Waldron* (DD 699) Charleston, S. C.
uss *Haynsworth* (DD 700) Charleston, S. C.
uss *Douglas H. Fox* (DD 779) Charleston, S. C.
uss *Stormes* (DD 780) Charleston, S. C.
uss *Buck* (DD 761) San Diego, Calif.
uss *John W. Thomason* (DD 760) San Diego, Calif.

Destroyer Escorts

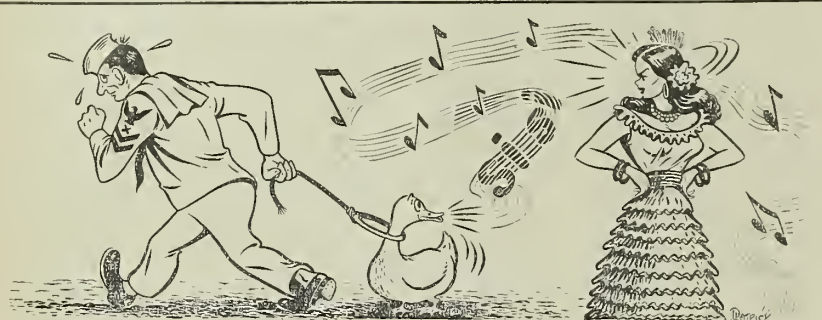
uss *William T. Powell* (DE 213) 4th Naval Dist. (for Naval Reserve training)

Patrol vessels

uss PCE 886 Columbia River, Ore.
uss PCE 896 Columbia River, Ore.
uss PCE 895 Transfer to naval district for Reserve training
uss PCE 899 Transfer to naval district for Reserve training
uss PCE 900 Transfer to naval district for Reserve training
uss PCE 902 Transfer to naval district for Reserve training
uss PCE 903 Transfer to naval district for Reserve training
uss PCE 904 Transfer to naval district for Reserve training
uss PCS 1444 Columbia River, Ore.
uss PCS 1448 Columbia River, Ore.
uss PCC 1169 Columbia River, Ore.
uss PCC 1244 Columbia River, Ore.
uss PCC 582 Green Cove Spring, Fla.
uss LSIL 989 Columbia River, Ore.
uss LSIL 1090 Columbia River, Ore.
uss LSIL 1092 Columbia River, Ore.
uss LSM 341 Columbia River, Ore.
uss LST 855 Columbia River, Ore.
uss LST 528 Green Cove Spring, Fla.
uss LSU 1246 Undetermined
uss *Comstock* (LSD 19) San Diego, Calif.
uss *Adirondack* (AGC 15) Philadelphia, Pa.

Cargo vessels

uss *Kerstin* (AF 34) Transfer to Maritime Commission
uss *Tingles* (AG 144) San Francisco, Calif.
uss *Pollux* (AKS 4) San Francisco, Calif.



Lucky Navy Duck Whistles with a Spanish Accent

Down in San Juan there's a lucky Navy duck named Oscar. The reason he's lucky is because he's still drawing the breath of life while most of his friends have gone the way of all ducks — the way of the holiday dinner. Aside from his outstanding luck, Oscar has some other outstanding characteristics — for instance, his bravery in the face of canines and his timidity in the face of toads.

Let's begin at the beginning.

One night there was a Navy Relief charity carnival at the Naval Station, San Juan, P. R. Somebody had struck on the idea of having a group of ducks swimming in a tank. For a suitable sum, spectators could get some loops to toss. Should a sharp-shooting contestant ring the neck of a duck with one of his loops, the duck would be his.

One of the ducks was Oscar, and one of the ring-throwers was a GM2 named A. H. Spinks. One of Spinks' hoops settled over the neck of Oscar, who protested vehemently. He shouldn't have, though. If he had but known it, that was the beginning of a beautiful friendship.

Oscar was tethered to a tree in the shade of the barracks. Both of his wings were clipped to cut down his aeronautical ambitions, although the precaution was unnecessary. Oscar didn't — and doesn't — have any ambitions. Nowadays, he isn't even tied. He does little traveling except to chase dogs away from his chow in the daytime and to flee from hop-toads in the night-time.

A funny thing about Oscar was discovered during one of his canine battles: He can't quack. He can only whistle. That failing isn't necessarily a hang-over from his mad night at the carnival. Oscar thinks he was born that way. Although whistling isn't the commonest means of self-expression in ducks and although Oscar whistles in Spanish, his ability hasn't been of any commercial value thus far.

Except for his hatred for dogs and his fear of toads, Oscar seems to be practically emotionless — and thought-less. "After all," the men in the barracks say, soothingly, "what can you expect of a guy who never had anybody to teach him anything except a bunch of dumb ducks?"

1 AKL (not named) Columbia River, Ore.

Small seaplane tenders

uss *Gardiners Bay* Alameda, Calif.
(AVP 39)

uss *Floyds Bay* Alameda, Calif.
(AVP 40)

Small coastal transports

uss APC 86 Green Cove Spring, Fla.

uss APC 88 Green Cove Spring, Fla.

uss APC 91 Green Cove Spring, Fla.

uss APC 94 Green Cove Spring, Fla.

Oilers

uss *Mattaponi* (AO 41) San Diego, Calif.

uss *Tappahannock*, San Diego, Calif.
(AO 43)

uss *Merrimack* (AO 37) Orange, Tex.

uss *Neches* (AO 47) San Diego, Calif.

Gasoline tankers

uss *Genesee* (AOG 8) Mare Isl., Calif.

uss *Tombigbee* Mare Isl., Calif.
(AOG 11)

Miscellaneous

uss *President Adams* San Francisco, Calif.
(APA 19)

uss *Winslow* (AG 127) Charleston, S. C.

uss *Repose* (AH 16) San Francisco, Calif.

uss *Callao* (IX 205) New London, Ct.

Tallyho's Visit Occasions Submariner's Holiday

American submarine sailors had a chance to trade shop talk with their British counterparts when HMS *Tallyho* paid a visit to New London, Conn.

U. S. submariners, invited to come aboard the visiting British submarine, were surprised to find that the British conception of the German-developed snorkel, or breathing device, lay flat on the sub's deck when it was not in use. On U. S. subs, the snorkel slips down into the interior of the sub like a big periscope.

Tallyho is slightly smaller than most U. S. subs, the New London sailors found. But despite the fact that she has less displacement and carries fewer men, *Tallyho* packs a healthy wallop.

Eleven torpedo tubes are installed in her thick skin, five of them external, six internal. She can carry 17 torpedoes at a time and can stay out on a war patrol for as long as 42 days, the British tars said.

Britain's submarines are usually smaller than U. S. subs for a very good reason. British subs may be called upon to operate in shallow coastal waters whereas U. S. subs are built with an eye to operations at deeper levels.

Stewards Have Acquired New Uniforms

Stewards first, second and third class are now petty officers first, second and third class. As a result of their change in status, stewards are now required to wear the same uniform as prescribed for other petty officers of commensurate ratings. This change took place 1 Jan 1950.

A new BuPers-BuSandA Joint Letter (NDB 15 Nov 1949) authorizes a special allowance of \$100 for each steward first, second and third class who was serving on active duty as such on 28 Oct 1949 to cover the cost of purchasing the required uniforms. The same directive cancelled — as of 28 Oct 1949 — the \$250 clothing allowance previously paid to enlisted men upon advancement to steward third class.

The restriction to the effect that stewards first class are not eligible for the \$250 cash clothing allowance upon advancement to chief petty officer has been removed, effective from 28 Oct 1949. However, stewards first class who receive the special \$100 clothing allowance and who are advanced to CPO within a period of nine months are not entitled to receive the regular \$250 allowance.

Also changed is the quarterly maintenance allowance for stewards. Previously stewards were entitled to a quarterly allowance of \$20. However,

effective from 28 Oct 1949 stewards first, second and third class will receive a quarterly maintenance allowance of \$12. It should be noted that a steward first, second or third class who received the \$100 special clothing allowance on 28 Oct 1949 will not be eligible to draw his next quarterly maintenance allowance until 1 Oct 1950.

Enlisted personnel advanced to the rating of steward third class prior to 31 Dec 1949 were not required to purchase chief petty officer type uniforms and will continue to wear the same uniform worn previous to advancement.

Upon receiving the special \$100 clothing allowance stewards first, second and third class are required to purchase from small stores the following items: 1 watch cap; 1 blue cap; 3 white hats; 4 white steward's jackets; 1 jersey; 1 dress blue jumper; 2 undress blue jumpers 6 white undress jumpers; 1 neckerchief; 1 overcoat (peacoat); 1 pr. black shoes (high or low); 2 pr. blue trousers; 6 pair white trousers and insignia as necessary.

Other necessary items of clothing which are the same for all enlisted men should already be in the possession of stewards first, second and third class.

Flier's Wife Gets Commission in Another Service

It's not every day in the week that you come home to find that your wife has just received her commission.

When First Lieutenant Guy O. Badger, USMC, came in the front door of his house near El Toro Marine air base, El Toro, Cal., he found a letter waiting on the table.

"Now that's odd," the Marine lieutenant thought, "the address on this thing is 'Second Lieutenant J. T. Badger, USAFR.'"

"Hey, that's mine," came his wife's voice. Then he realized.

Mrs. Guy O. Badger was a flier too — in the wartime Army Air Force as a Wasp. She had been checked out on several types of fighter craft and had logged no less than 1,000 hours in the wild blue yonder.

"Okay, dear," he said, handing

over the letter containing his wife's Commission in the Air Force Reserve.

There will be no interservice complications, however, Marine Lieutenant Badger states firmly. He outranks the Air Force's lieutenant.



Here's a Complete List of Training Courses Now Available

Every sailor knows that before he can be advanced in rating he must pass a Navy Training Course.

This is a requirement which must be fulfilled before any enlisted men can be advanced to a higher rate than the one he now holds. He must complete (and pass) one of these courses if there is one available for him.

During World War II, a section in the Bureau of Personnel was given the tremendous task of bringing the Navy Training Courses up to date with the wartime developments in the fleet.

Soon, the now-familiar, bright blue, hip-pocket-size training course books

put out by this section became a common sight around the fleet. Well over 120 of these new courses have been written and distributed since.

In time, there will be a Navy Training Course for every rate in the Navy rating structure. However, the complete revamping of the enlisted and warrant rating structure in April 1948 (ALL HANDS, March 1948, p. 50-58) meant that many of the existing training manuals would have to be revised and many more written from scratch to cover new ratings which were established.

BuPers is constantly doing just that. Training courses are continually be-

ing rewritten to keep pace with developments in the fleet. For ALL HANDS readers, here is a complete list of the courses now available to enlisted men of the Regular Navy as well as to sailors in the Naval Reserve:

Don't think, however, that by completing the course that is listed here for your rate you have necessarily done all you have to do. In many cases, you may have to dig information you will need for the rate out of other training courses or from other books.

These, then, are the courses now available:

General Training Courses

Recruit Guide	NavPers 16049
General Training Course for Non-Rated Men	NavPers 10601
General Training Course for Petty Officers Part 1	NavPers 10602A
General Training Course for Petty Officers, 3 and 2	NavPers 10603
General Training Course for Petty Officer, 1 and Chief	NavPers 10602
Your Navy	NavPers 10600
Administration of Navy Training Courses	NavPers 10050
The Bluejackets Manual	

Basic Training Courses

Use of Blueprints	NavPers 10621
Blueprint Reading and Layout Work	NavPers 10305
Fundamentals of Electricity	NavPers 10311
Electricity	NavPers 10622
Hand Tools	NavPers 10306
Use of Tools	NavPers 10623
Basic Machines	NavPers 10624
Handbook for Survival in the Water	NavPers 16046
Mathematics, Vol. 1	NavPers 10069
Mathematics, Vol. 2	NavPers 10070

Deck Group

Seaman	- SN -	NavPers 10120
Boatswain's Mate 3 and 2	- BM -	NavPers 10121
Boatswain's Mate 1 and Chief	- BM -	NavPers 10122
Cargo Handling	- BM -	NavPers 10124
Net and Boom Defenses	- BM -	NavPers 10142
Quartermaster 3 and 2	- QM -	NavPers 10023
Quartermaster 1 and Chief	- QM -	NavPers 10021
Manual for Buglers, U. S. Navy	- QM -	NavPers 10137
Introduction to Communications	- QM -	NavPers 10129
Visual Communication Topics	- QM -	NavPers 10173
Sonarman 3 and 2	- SO -	NavPers 10125
Sonarman 1 and Chief, Vol. 1	- SO -	NavPers 10123A
Sonarman 1 and Chief, Vol. 2	- SO -	NavPers 10123B
Radarman 3 and 2	- RD -	NavPers 10146

Ordnance Group

Torpedoman's Mate 3 and 2	- TM -	NavPers 10017
Torpedoman's Mate (E) 3 and 2	- TM -	NavPers 10053
Torpedoman's Mate 1 and Chief	- TM -	NavPers 10157
Mineman 3 and 2	- MN -	NavPers 10063
Gunner's Mate, Vol. 3	- GM -	NavPers 10158
Gunner's Mate 3	- GM -	NavPers 10013

Gunner's Mate 2, Vol. 1	- GM -	NavPers 10011A
Gunner's Mate 2, Vol. 2	- GM -	NavPers 10011B
Gunner's Mate 1 and Chief	- GM -	NavPers 10009
Instrument 3 and 2	- IM -	NavPers 10193
Fire Controlman 3, Vol. 1	- FC -	NavPers 10163
Fire Controlman 3, Vol. 2	- FC -	NavPers 10164
Fire Controlman 2, Vol. 1	- FC -	NavPers 10035A
Fire Controlman 2, Vol. 2	- FC -	NavPers 10035B
Fire Controlman 2, Vol. 3	- FC -	NavPers 10035C
Fire Controlman 1 and Chief	- FC -	NavPers 10033
Electricity for Fire Controlman and Fire Control Technicians, Vol. 1	- FC, FT -	NavPers 10041A
Electricity for Fire Controlman and Fire Control Technicians, Vol. 2	- FC, FT -	NavPers 10041B

Electronics Group

Electronics Technician's Mate 3	- ET -	NavPers 10145
Electronics Technician's Mate 2, Vol. 1	- ET -	NavPers 10143A

Precision Equipment Group

Instrumentman 3 and 2	- IM -	NavPers 10193
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Administrative and Clerical Group

Navy Mail	- TE -	NavPers 10431
Radioman 3	- RM -	NavPers 10111
Radioman 2	- RM -	NavPers 10109
Radioman 1 and Chief	- RM -	NavPers 10107
Introduction to Radio Equipment	- RM -	NavPers 10172
Yeoman 3	- YN -	NavPers 10405
Yeoman 2	- YN -	NavPers 10403
Yeoman 1 and Chief	- YN -	NavPers 10401
Teleman	- TE -	NavPers 10220
Typewriting Manual	- YN -	NavPers 10609
Shorthand Textbook	- YN -	NavPers 10612
Shorthand Workbook	- YN -	NavPers 10613
Advanced Shorthand	- YN -	NavPers 10614
Gregg 3,000 Navy Terms	- YN -	NavPers 10617
Storekeeper 3 and 2	- SK -	NavPers 10269
Storekeeper 1 and Chief	- SK -	NavPers 10407
Workbook for Basic Supply and Basic Disbursing	- SK -	NavPers 10271
Workbook for General Storekeeping, Vol. 1	- SK -	NavPers 10272
Workbook for General Storekeeping, Vol. 2	- SK -	NavPers 10273
Disbursing Clerk 3 and 2	- DK -	NavPers 10274

Workbook for Disbursing Afloat	- DK -	NavPers 10276
Commissaryman 3 and 2	- CS -	NavPers 10279
Commissaryman 1 and Chief	- CS -	NavPers 10280
Baker's Handbook	- CS -	NavPers 10284
Ship's Serviceman 3 and 2	- SH -	NavPers 10286
Navy Editor's Manual	- JO -	NavPers 10293
Miscellaneous Group		
Printer 3 and 2	- PI -	NavPers 10423
Photography, Vol. 1	- PH -	NavPers 10371
Photography, Vol. 2	- PH -	NavPers 10372
Engineering and Hull Group		
Fireman	- FN -	NavPers 10520
Machinist's Mate 2	- MM -	NavPers 10203
Machinist's Mate 1 and Chief	- MM -	NavPers 10201
Water Tender 2	- BT -	NavPers 10211
Water Tender 1 and Chief	- BT -	NavPers 10209
Motor Machinist's Mate 3 and 2, Vol. 1	- EN -	NavPers 10208A
Motor Machinist's Mate 3 and 2, Vol. 2	- EN -	NavPers 10208B
Electrician's Mate 3	- EM -	NavPers 10548
Electrician's Mate 2	- EM -	NavPers 10103
Electrician's Mate 1 and Chief	- EM -	NavPers 10101
Gyro Compasses	- IC -	NavPers 10606
Metalsmith 3 and 2	- ME -	NavPers 10565
Metalsmith 1 and Chief	- ME -	NavPers 10566
Damage Controlman 3 and 2	- DC -	NavPers 10571
Pipe Fitter 3 and 2	- FP -	NavPers 10592
Construction Group		
Driver 1 and Chief	- CD -	NavPers 10641
Driver 3 and 2	- CD -	NavPers 10640
Mechanic 3 and 2	- CM -	NavPers 10644
Steelworker 3 and 2	- SW -	NavPers 10653
Utilities Man 3 and 2	- UT -	NavPers 10656
Builder 3 and 2	- BU -	NavPers 10648
Medical Group		
Hospital Apprentice 1 and Pharmacist's Mate 3	- HN -	NavPers 10419
Hospital Apprentice 1 and Pharmacist's Mate 3	- HM -	NavPers 10419
Pharmacist's Mate 2	- HM -	NavPers 10417
Pharmacist's Mate 1	- HM -	NavPers 10415
Pharmacist's Mate Chief	- HM -	NavPers 10413

Dental Group		
Study Guide for Dentalman	- DN -	NavPers 10675
Study Guide for Dental Technician 3	- DT -	NavPers 10676
Study Guide for Dental Technician 2	- DT -	NavPers 10677
Study Guide for Dental Technician 1 and Chief	- DT -	NavPers 10678
Steward Group		
Steward's Mates	- TN -	NavPers 10511
Stewards and Cooks 3 and 2	- SD -	NavPers 10513
Cooks and Stewards	- SD -	NavPers 10509
Aviation Group		
Enlisted Men's Guide to Aviation Ratings		NavPers 10301
Educational Officer's Guide to Aviation Ratings		NavPers 10302
Introduction to Airplanes		NavPers 10303
Aircraft Radio Equipment		NavPers 10312
Aircraft Communications		NavPers 10313
Advanced Work in Aircraft Radio		NavPers 10314
Aircraft Electrical Systems		NavPers 10315
Advanced Work in Aircraft Electricity		NavPers 10316
Aircraft Materials		NavPers 10330
Aircraft Welding		NavPers 10322
Aircraft Metal Work		NavPers 10323
Airplane Structures		NavPers 10331
Aircraft Hydraulic Equipment		NavPers 10332
Aircraft Instruments		NavPers 10333
Aircraft Engines		NavPers 10334
Aircraft Fuel Systems		NavPers 10335
Aircraft Propellers		NavPers 10336
Aircraft Armament		NavPers 10341
Aircraft Fire Control		NavPers 10342
Aircraft Munitions		NavPers 10343
Aircraft Turrets		NavPers 10344
Parachute Rigger, Vol. 1		NavPers 10356
Parachute Rigger, Vol. 2		NavPers 10357
Aerology, Vol. 1		NavPers 10361
Aerology, Vol. 2		NavPers 10362
Photography, Vol. 1		NavPers 10371
Photography, Vol. 2		NavPers 10372
Transport Airmen		NavPers 10391
Aviation Supply		NavPers 10394
Flight Engineering		NavPers 10395
Aircraft Survival Equipment		NavPers 10352

Marine Transport Squadron Ends Tour with MATS

Marine Transport Squadron 352 is now itself again, after flying more than 25,000 hours as part of the Military Air Transport Service.

The 15 RFDs and crews and maintenance personnel which comprise Marine Transport Squadron 352 were transferred to operational control of the Pacific Division of MATS in 1948. This was done to help fill the gap in MATS created by use of Navy planes in the Berlin Airlift.

The squadron's tour of duty with MATS ended with one of its planes landing at Hickam Air Force Base, Hawaii, at the termination of a flight from Fairfield-Suisun Air Force Base, Calif. In all, Marine Transport Squad-

ron 352 performed approximately 25 million ton-miles of passenger, mail and cargo flying while operating with MATS.

After release from operational control of MATS, the squadron was slated for transfer from Barber's Point, Hawaii, to the Marine Corps Air Station, El Toro, Calif.

Medical Bulletins Merged Into Armed Forces Journal

Unification took another step with merging of the U. S. Naval Medical Bulletin and the Bulletin of the U. S. Army Medical Department. The new publication, to be shared also by the Air Force, will be known as U. S. Armed Forces Medical Journal and its supplement, the Medical Tech-

nicians Bulletin of the U. S. Armed Forces.

All three branches of the U. S. Armed Services will have members on the editorial staff. The bulletin will have a naval officer as its first editor-in-chief. The publication will be devoted to improving the technical proficiency of enlisted medical personnel. It will be issued every second month.

QUIZ ANSWERS

Quiz Aweigh is on page 39

1. (c) AM-1 Mauler.
2. (c) Dive flaps.
3. (b) Secretary of the Navy.
4. (a) Under Secretary of the Navy.
5. (a) Battleship *Missouri* (BB 63).
6. (c) Stern.

Crew of USS LST 601 Enjoys 6-Months in Mediterranean But Glad to Return Home

Six months in the Mediterranean! Some of the sailors and Marines aboard USS LST 601 were as pleased with the prospect as any tourist, while others — a small minority — would just as soon have stayed home. But as LST 601 nosed eastward into the Atlantic, there were few aboard who were not a little bit excited.

Here is an abbreviated story of the six-month trip, in the words of one of LST 601's complement:

With the exception of four days of bad weather, the 17-day passage to the Mediterranean was enjoyable. Weekends and an occasional "rope yarn Sunday" broke the monotony of the ship's routine. At the smokers the leather pushers did much to keep up the friendly rivalry between the sailors and the Marines. The pranksters were busy, and no one was able to account for the presence of an individual on the bow one morning dressed in sou'wester and hip boots, holding a boat hook. The OOD finally sent for the man and was soon informed that the mysterious sentry had been standing a "mail buoy watch"!

At last we reached the entrance to the Mediterranean, and anchored.

The town of Gibraltar with its winding streets, thousands of steps, and many gift shops seems to cling to the side of its protecting rock. A two hours' climb to the old Moorish castle presents a commanding view of Gibraltar, the middle ground and the Spanish towns of La Linea and Algeciras.

Again we weighed anchor, and



"I thought you meant movie stars."

made a run down the African coast.

Now we had a chance to clean ship, organize some softball teams and see some sights. Each weekend recreation parties were formed, and we visited Rabat, Fez, Volubilis, Moulay Indriss, Meknes, Casablanca and Tangier. Some of these cities were very interesting. Rabat, for instance, is the home of the Sultan of Morocco, who is said to have 50 wives. Fez is the ancient capitol of Morocco, while Volubilis is an ancient garrison town of the Roman Empire, complete with forums, gardens and temples.

The trip to Fez was a highlight for the 30 enlisted men and two officers who made it. They stayed at the Palais Jamai, a fine French resort hotel which was formerly the Sultan's summer palace. The old palace had been kept exactly as it was when the sultan lived there, down to the last harem buzzer. But when some of the men tried a sly poke at the buzzer, they learned for sure that the harem doesn't live there any more.

LST 601 stopped briefly in Gibraltar again, then at last entered the Mediterranean. We made a one-day stopover in Valietta, Malta, where early liberty enabled the crew to see the sights and purchase some of the famous Maltese lace. An overnight trip from Malta brought us to Augusta Bay, Sicily, where we stayed a few days before going up the coast past towering, snow-capped Mt. Etna, to Messina.

Located on the narrow straits between Italy and Sicily, Messina is an interesting city. It has one of the most beautiful and inspiring cathedral

towers in all Europe. The wonderful mechanism within the tower animates huge bronze figures which enact scenes from the life of Christ each noon for the throngs gathered in the square below.

Leaving Messina, the 601 headed for Argostoli Bay, where she joined other Fleet units for three days of combined operations off Gozo Island. Following operations, we were detached and proceeded to Corfu, Greece, where we spent nine days. In Corfu we were host to 500 orphans of the Achilleion — or Boys Town, as we would call it. The children, orphaned by the Greek war, are billeted in the once-beautiful summer palace of the old German Kaiser.

The Greek army provided six trucks to haul the children to the quay, where the ship's three boats were kept busy most of the afternoon hauling the youngsters out to the ship. Many of the youngsters saw the first movie of their lives that afternoon at a special comic show on the tank deck. Afterward the children presented a show on the deck for the ship's company. This show included songs and some traditional Greek dances. After the show the youngest member of the party, a blonde headed little girl of six, presented a huge bouquet of flowers to the ship's company.

After Messina, the ship sailed for San Remo, Italy. We went through the narrow straits between Italy and Sicily — past the volcanic island, Stromboli, glowing ominously against the night sky, and past the isle of Monte Cristo, the home of Dumas' legendary Count of Monte Cristo. Next, we spent three days in St. Tropez and San Maxime before joining the other heavy units of Admiral Sherman's Sixth Task Fleet in Golfo Juan, at the French Riviera.

When liberty call sounded at 1300, as it did during our entire two weeks on the Riviera, everyone who rated liberty or could get a standby was ready on the quarterdeck. Many tours were arranged while we were there.

Finally we got our orders to return to the U. S. We weighed anchor and pointed the LST into the setting sun. As one of the men on watch remarked, "We sure had a good European cruise, but still there's no place like the good old U. S.!"



"Oh, you sailors are all alike."

Navy's EMs May Compete For Appointments to Coast Guard Cadetship

On 20-21 Feb 1950, the annual competitive examination for appointments to cadetship in the U. S. Coast Guard will be conducted. Qualified enlisted men of the Navy or Naval Reserve are eligible to compete.

Coast Guard cadets attend the U. S. Coast Guard Academy at New London, Conn. The Coast Guard Academy is a fully accredited educational institution with scholastic and military standards similar to those of the U. S. Naval Academy and U. S. Military Academy. It is intended for the professional training of young men who are candidates for commissions and careers in the Coast Guard. The four-year course is basically scientific. Successful completion leads to a bachelor of science degree in engineering and a commission in the Regular Coast Guard.

Appointments to cadetship are based on the standing of a candidate on the eligibility list. The eligibility list is made up of those who successfully passed the examinations in all subjects. The appointments are tendered in the order of relative standing, and only the candidates standing highest on the list are assured of appointment.

The number of appointments is determined solely by the needs of the service. The standing of a candidate is determined by averaging his grades in mathematics, English, science, social studies and aptitude tests together with his adaptability grade. The adaptability grade is assigned by the selection board on the basis of the personal interview report, the applicant's educational and leadership background, and the records submitted with his application.

This information was published to the naval service in BuPers Circ. Ltr. 171-49 (NDB, 15 Oct 1949). Included in the circular letter are the following basic requirements for qualification:

- Be not less than 17 years of age nor more than 22 years of age on 1 July 1950.
- Be at least a high school graduate.
- Be unmarried.
- Have the following credits, either in high school or college: algebra—2; plane geometry—1; English—3; physics—1; other optional credits—8.

Navy's Son Navy Joins Naval Reserve

In the Baltimore recruiting station a Naval Reserve lieutenant (junior grade) walked in to execute an acceptance and oath of office for that rank.

"Name?" asked the yeoman.

"Banbard," said the j.g., "Navy Francis X. Banbard, Jr."

"Pardon me? Was that Francis X. Banbard, Jr.?"

"No," said the officer. "My first name is 'Navy.'"

Furthermore, he went on to explain, he wasn't the first in the family to have that name.

Seems that way back when, Grandfather Banbard had wanted to join the Navy. He made it all right—by running away from home in his very tender teens.

When Great Grandfather Banbard heard the boy was in the service, he burned the mail routes to the Navy Department with scorching correspondence. Grandfather

Banbard was released and returned home to face his pappy's ire.

But the old Navy spirit wasn't dead, and the boy still looked forward to a hitch or two. However, there entered into the picture a girl, then marriage, then a family. Duty in the sea service was now out of the question.

Perhaps as a sublimation of a suppressed desire, Grandfather Banbard when the time came gave his new son the first name of "Navy." When the boy grew up and married, his son received the name of "Navy, Jr."

Unlike Grandfather, however, both junior and senior saw active naval service. The father is a retired commander on active duty in the Medical Corps.

Whether the name will go in in the Banbards is a matter of circumstance. As yet, junior's only child is a girl.

• Be at least five feet, six inches, in height, have vision of 20/20 uncorrected in each eye and be otherwise in excellent physical condition.

Descriptive literature concerning the academy and application forms will be forwarded upon individual request. Requests for this literature should be addressed to Commandant, U. S. Coast Guard, Washington 25, D. C. This address is also the one to which completed applications are to be sent via official channels.

After applications are completed and submitted with supporting papers, applicants will be notified through their COs of their acceptance or rejection as candidates for appointment. Completed applications must be postmarked not later than 15 Jan 1950.

The examinations mentioned here will be given only in the continental limits of the U. S. and in Ketchikan, Alaska; Honolulu, T. H., and San Juan, P. R., and only on 20-21 Feb 1950. Only those enlisted men whose units or stations are in those areas at those times will, as a rule, be eligible. COs are authorized, however, to grant leave requests at their discretion so that candidates can take the examination. In order to be eligible, candidates must be nominated by the

Commandant, U. S. Coast Guard, to participate in the examination.

No waivers of any requirements will be granted.

Any enlisted man of the Navy or Naval Reserve who qualifies and is accepted for appointment as a cadet in the Coast Guard will be discharged from the Navy if he so requests in writing.

Marines Land on Crete During Fleet Exercises

The scene was the eastern Mediterranean and the time was fairly recently. The actors were a reinforced battalion of U. S. Marines. Before the drama was over, they had landed—and you know the rest.

Nobody was mad at anybody. It was just part of the fleet exercises conducted in the Aegean Sea and eastern Mediterranean by ships and men of the Sixth Task Fleet. The amphibious landing on Crete was made by Marine Corps detachments from the aircraft carrier *uss Leyte* (CV 32) and the cruisers *uss Des Moines* (CA 134) and *uss Columbus* (CA 74).

Later, there was an intermission to give personnel recreation at various Mediterranean ports.

Reserve Training Afloat Plan Revised

The Navy has put into motion a plan to reorganize its afloat training program for Naval Reservists to provide 10,000 more billets on cruise ships to meet the increased demand for cruise duty.

At the same time that the additional billets are being made available to Reservists, however, the number of ships in use as Reserve training ships will be reduced by one-third.

This apparent contradiction is solved by the reorganization plan which calls for the 107 ships which will remain on active duty to be placed in a year-round operating status by augmenting their crews with personnel transferred from the vessels to be inactivated. The better manned ships will then be able to increase their cruise schedules sufficiently to provide the additional training billets.

Thus, the ships remaining on Reserve training duty will be able to increase the number of cruises they make per year. Destroyers and destroyer escorts which have averaged six or seven cruises will now make 10 trips; smaller ships such as submarines and patrol craft which have previously undertaken two trips will make four.

The "reorganization-inactivation" plan, which is being put into effect gradually, also calls for cruising entire Organized Reserve divisions as units, and the planning of firm cruising schedules a year in advance.

At present, members of Reserve divisions are individually assigned to training cruise billets. The advance

Precision Marching Unit Called Ceremonial Guard

The Seaman Guard Unit of the Receiving Station, Washington, D. C., — the precision marching unit that represents the Navy at official ceremonies and functions in the nation's capital — has changed its name. Henceforth the unit will be known as the "U. S. Navy Ceremonial Guard."

Recognizable by their snow-white leggings and duty belts, this marching unit has been in existence since 1933. With its change in title, the Guard regains the name it originally was given when formed. In 1935 the name of the unit was changed to Seaman Guard.

planning of year-round cruise schedules is expected to help Reservists obtain military leave from their employers.

Destroyers and destroyer escorts on Reserve duty will be assigned home ports for maintenance and upkeep and when ordered out for cruises will proceed to ports closest to the Reserve divisions to be embarked. This is expected to mean a considerable savings in transportation costs for personnel who have previously been ordered to ports where the ships were docked.

Also, the fact that the Reserve training ships are to be ready to go at all times will mean a savings in time, effort and money. In the past, these ships frequently were not able to get underway until sufficient key Reserve personnel reported aboard to round out the crew.

A total of 2,800 Naval Reserve officers and 33,000 enlisted men were given two weeks' training duty in the Reserve training ships during 1949. Under the new plan, a minimum of 4,300 officers and 42,000 enlisted men can be trained afloat each year.

Sixty-five ships in all will be inactivated under the two-pronged reorganization-inactivation program. A total of 172 ships are now in the Reserve afloat training program. By June 1950, this number will have been cut to the required 107.

Most of the 65 vessels to be inactivated are smaller ships such as

minesweepers, amphibious vessels such as LSIs, LCTs and LSSs and patrol craft such as PCs, PCSs and SCs. The bulk of these ships will be inactivated by February.

The vessels which are to be retained include destroyers, destroyer escorts, submarines and larger patrol craft. These ships are not in commission but are in an "in-service" status and are assigned to various naval districts.

Seven continental naval districts and the Potomac River Naval Command are affected by the cutback in available Reserve training ships. Only the three West Coast districts (11th, 12th and 13th) are left with the same number of ships available to train their Reservists.

The overall result of its reorganization program, the Navy feels, will be an increase of 30 per cent in the number of Reserve sailors who will get two weeks' active duty at sea and a projected decrease in expenditures for the program of \$2,000,000.

30 B-17s Are Transferred To Navy for Spare Parts

Thirty Boeing B-17 Flying Fortresses were transferred to the Navy for use as spare parts when found to be in excess to Air Force requirements.

The two Navy squadrons receiving the former Air Force planes are squadrons VX-4 and VP-51 — both engaged in research and development of "airborne early warning" equipment. The first mentioned — VX-4 — is an experimental squadron based at Patuxent River, Md. The other is based at NAS Miramar, Calif. — an operational squadron, of which part is engaged in Pacific weather reconnaissance.

Primary responsibility for a coordinated program of research and development of AEW electronic equipment now rests on the Navy. Such equipment consists of instruments and devices to be borne aloft by U. S. planes to detect the distant approach of hostile aircraft. While development of such devices is largely a responsibility of the Navy, the Air Force retains primary responsibility for actual air defense.

The planes transferred to the Navy were formerly used by the Strategic Air Command as reconnaissance aircraft.

Over 150 Naval Personnel Win Air Medal for Airlift

More than 150 naval persons as well as a number of civilians have been awarded the Air Medal for meritorious service in the Berlin Airlift.

These medals are being awarded by the Air Force for meritorious actions during Operation Vittles. Presentation of the awards, along with an appropriate certificate and citation, was continuing at the time this was written. Several recipients have been presented Oak Leaf clusters in lieu of second or subsequent awards of the Air Medal itself.

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs, Navacts, and BuPers Circular Letters, not as a basis for action. Personnel interested in specific directives should consult Alnav, Navact and BuPers Circular Letter files for complete details before taking any action.

Alnavs apply to all Navy and Marine Corps commands; Navacts apply to all Navy commands; and BuPers Circular Letters apply to all ships and stations.

Alnavs

No. 106 — Authorizes continuation of advances in pay to military personnel until regulations applicable to all services are formulated.

No. 107 — Advises allotment officers of reduction in aviation premiums.

No. 108 — Pertains to status and concurrent change of uniform for stewards and gives provisions governing clothing allowances.

No. 109 — Refers to flag and general officers in clarifying the applicability of Articles 1248 and 1249, Navy Regs.

No. 110 — Announces line selection board to recommend officers for promotion to lieutenant and gives pertinent instructions for eligible candidates.

No. 111 — Directs that transportation requests be marked with the letters "PCS" or "TDY". PCS will denote "permanent change of station" and TDY will denote "temporary additional duty" on duty orders where no permanent change of duty is mentioned.

BuPers Circular Letters

No. 182 — Announces promotion of

officers of the Regular Navy and Naval Reserve on active duty.

No. 183 — Announces plans for All-Navy boxing championship in 1950.

No. 184 — Lists change of name of an organization listed as "subversive."

No. 185 — Outlines instructions for disposition of obsolete training films.

No. 186 — Standardizes various administrative procedures for naval officers in Air Force categories.

No. 187 — Lists and announces availability of training publications for the enlisted training structure.

No. 188 — Describes new certificate of service, Department of Defense Form No. 217 (Navy).

No. 189 — Gives schedule for Naval War College courses to commence 10 Aug 1950.

No. 190 — Lists presidential approval of officers recommended for promotion to grades contained therein.

No. 191 — Concerns monthly report of subsistence and quarters allowances inside continental U. S.

No. 192 — Contains initial distribution in warrant pay grades of commissioned warrant officers on active duty on 1 Oct 1949.

No. 193 — Modifies instructions for assignment and distribution of enlisted personnel to Military Sea Transportation Service.

No. 194 — Outlines evaluation procedure for determining the caliber of Navy musicians with a view to establishing standards and policies for the selection and assignment of future band leaders.

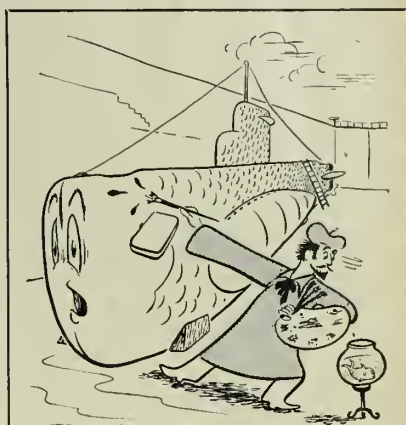
No. 195 — Concerns violations of Navy motion picture rules with reference to attendance, advertisements and damage to prints.

No. 196 — Gives detailed instructions for the administration of Department of Defense Form No. 214 which concerns a report of separation from the armed forces of the United States.

No. 197 — Advises discontinuance of allocations for off-duty courses for naval personnel at accredited colleges, universities and junior colleges.

No. 198 — Adds further information to Alnav 89-49 (NDB, 15 Sept) in procedures for discharge.

No. 199 — Applies to Armed Forces personnel eligible for the Delaware State Veterans' Bonus.



'Miki' Maneuvers Colorful For Certain Submarines

We've all seen goldfish flashing the sunlight off their scales of bright yellow, but certainly nobody ever thought that color would adorn the Navy's mechanical whales — our submarines. It did, though.

This happened in "Operation Miki," joint Pacific maneuvers. Serving with the Western Task Force were the submarines *uss Perch* (SSP 313), *uss Cusk* (SSG 348), *uss Carbonero* (SS 337) and *uss Barbero* (SSA 317). A dozen other subs were designated as "aggressor submarines" and there was considerable danger of confusing friends and "enemies." Bright yellow paint was the answer. Applied upon the periscope structure and other high portions of the submarines of the Western Task Force, it provided a means of quick identification. Matching stripes were painted on the hulls forward and aft of the conning towers.

3 MarCor Selection Boards To Consider Top Officers

January and February 1950 mark the convening of three Marine Corps selection boards for promotion of officers to the rank of lieutenant colonel through major general.

Boards are convening or will convene as follows: To select officers for promotion to major general, 5 January; to brigadier general, 12 January; and to the ranks of colonel and lieutenant colonel, 2 February. The boards are meeting or will meet at U. S. Marine Corps Headquarters, Washington, D. C.



"Oh . . . and a box of fish food, please."

BOOKS: HISTORY AND FICTION

HEAD JANUARY'S LIST

• *The King's Cavalier*, by Samuel Shellabarger; Little, Brown and Company.

Francis the First was reigning in France, and the smiling mountebank, de Norville, was leading the Duke of Bourbon's rebellion against the crown. Power behind the throne was in the hands of a woman — the king's Regent mother. And another woman, the king's mistress — a beautiful Englishwoman — was secretly pledged to assist the rebels. . . .

Here is plot and counter-plot; spying and counter-spying. Here is all the sweep of powerful personalities and events that whirled over France in the troubled days 400 years ago. Literally made to order for the lover of modern-day historical novels.

• *History of United States Naval Aviation*, by Archibald D. Turnbull and Clifford L. Lord; Yale University Press.

This is the fascinating story of the Navy and its airplanes from the days of shaky kite-like flying machines up to the sky-filled days of World War II. We meet immediately here some of the earliest figures in naval aviation — CAPT Washington Irving Chambers, LT Theodore G. Ellyson, LT John H.

Towers, Naval Constructors Holden C. Richardson and Jerome C. Nunsaker, Jr., and others. We see them struggling for official recognition of aviation, debating the relative merits of planes and ships, and wrestling their powered box kites into the air for short, perilous hops.

Shortly thereafter, the reader finds the Navy spending its first million dollars for aviation, and Congress authorizing extra pay for fliers. World War I develops and aviation moves ahead. The postwar period is shown, with bombing tests being made on stationary, unmanned warships — and the Navy fighting for continued existence of its air arm, if not of itself.

The book advances through between-war technical developments, new uses for aircraft, first use of aviation in fleet exercises and on into World War II when naval aviation met its first real test, and triumphed. Almost a tenth of the book's 330 pages are filled with pictures — many of which are of great interest — general interest as well as historical.

• *Modern Arms and Free Men*, by Vannevar Bush; Simon and Schuster.

Here is a new book that is attracting a lot of attention and comment. For those who haven't read other reviews of *Modern Arms and Free Men*, let it be said right now that the book is well worth reading. (Those who have read other reviews will already know it.)

Its author is a scientist of renown — formerly dean of engineering at Massachusetts Institute of Technology and for many years president of the Carnegie Institute of Washington. During World War II he was director of the Office of Research and Development. During that time and for some time previous to the war years he was, as he says, "... in a position to see what science has done and can still do in the art of warfare."

In his book, Dr. Bush takes a calm and scientific look at warfare and the means of waging war as they stand today — or as they stood when he produced his manuscript a few months ago. While some may consider several of his statements as being open to argument, they are

after all the considered opinions of an extremely intelligent man who knows almost all there is to know about developments in military attack and defense.

He has something lucid and apparently well considered and true to say about the future of each branch of the armed forces as well as about that of their principle weapons. Certainly no one will dispute his statement that, "we need a Navy intent on the full accomplishment of its main mission, and not . . . arguing on the defensive in regard to its importance as compared with any other service."

• *Battle Report — Victory in the Pacific*, by Captain Walter Karig, USNR, Lieutenant Commander Russell L. Harris, USNR, and Lieutenant Commander Frank A. Manson, USN; Rinehart and Company, Incorporated.

This is the fifth and last of the *Battle Report* series written under the direction and leadership of Captain Karig.

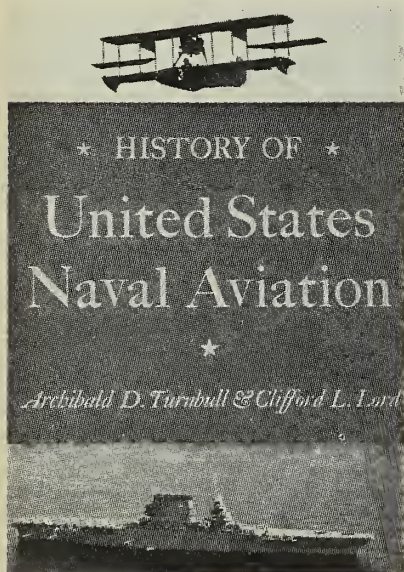
Volume V begins late in the war. The central Pacific had become an "American Lake," but some of the Pacific war's bitterest fighting lay ahead. The Japanese had yet to use their most desperate weapon — Kamikaze attacks — and the Philippines were yet to be retaken.

Battle Report — Victory in the Pacific takes us forward from that point to the unconditional surrender of Japan at the dawn of the atomic age. We see the vicious fighting for the western Pacific islands, the opening air raids on Japan and the later shelling of Japanese mainland installations by U. S. warships. We see the terrific typhoon of 17 Dec 1944 when three U. S. destroyers were lost and some larger ships were damaged.

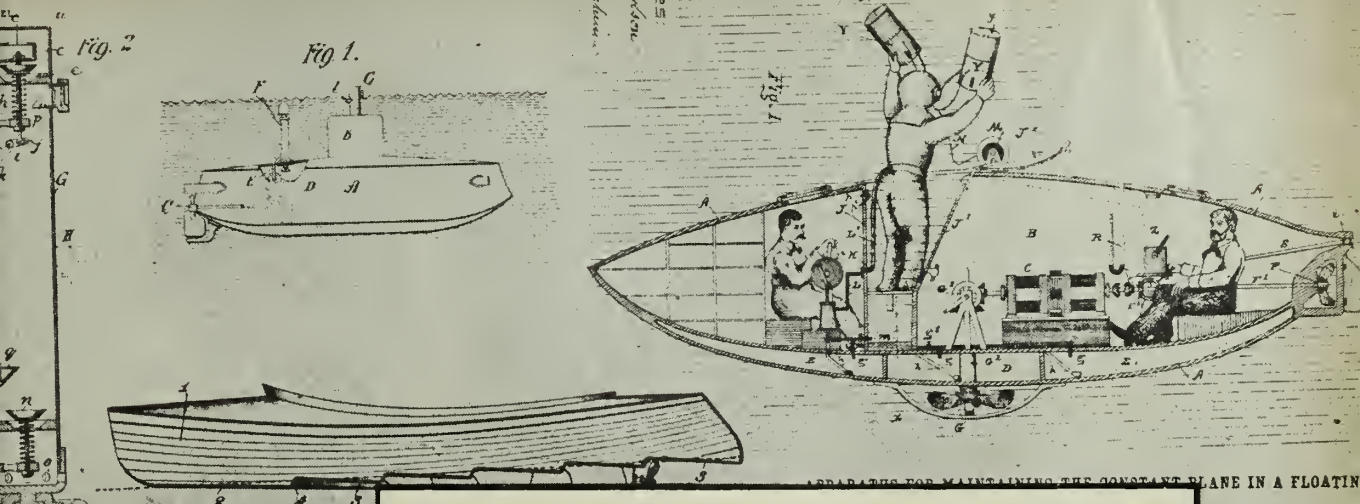
We see the war's close — beginning when the cruiser *USS Indianapolis* sailed from San Francisco with a mysterious wooden box stowed below decks. We fly with the atom-bombers over Hiroshima and Nagasaki — and see the lonely *Indianapolis* torpedoed by a die-hard Japanese submarine on her way home. . . .

It's a good book and part of a good series, not as detailed as Samuel Eliot Morison's, but perhaps better suited to some readers for that reason.

These are some of the books chosen and purchased by BuPers in recent weeks for the Navy's far-flung libraries.

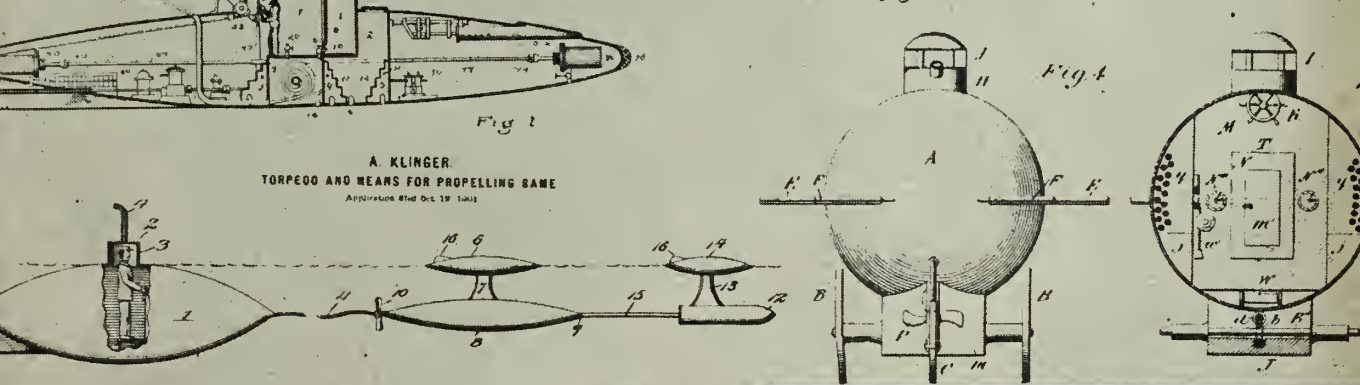
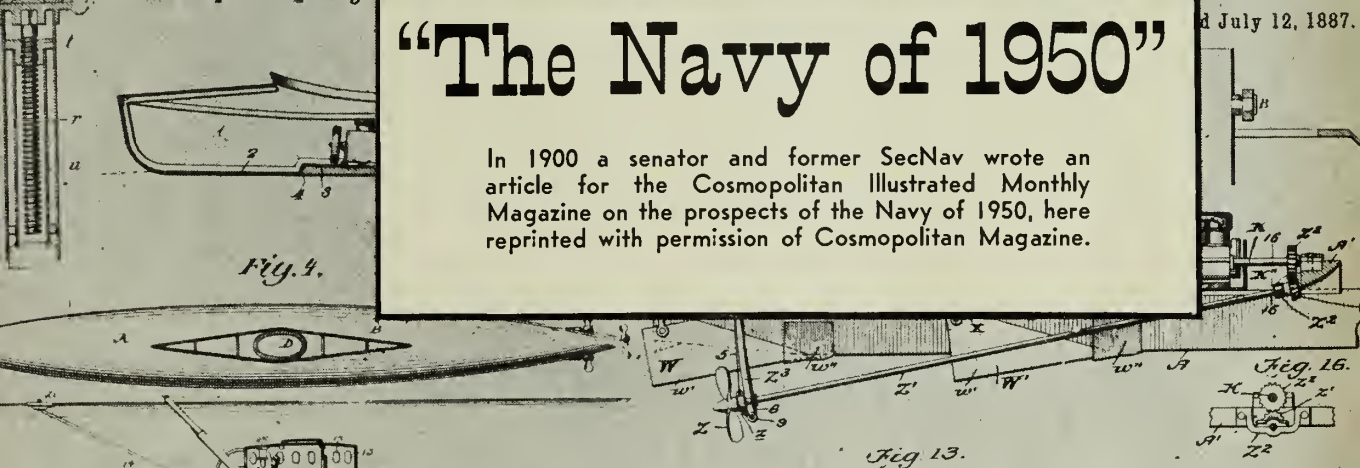


COURAGE and stubborn enterprise against men and machines make this history exciting reading.

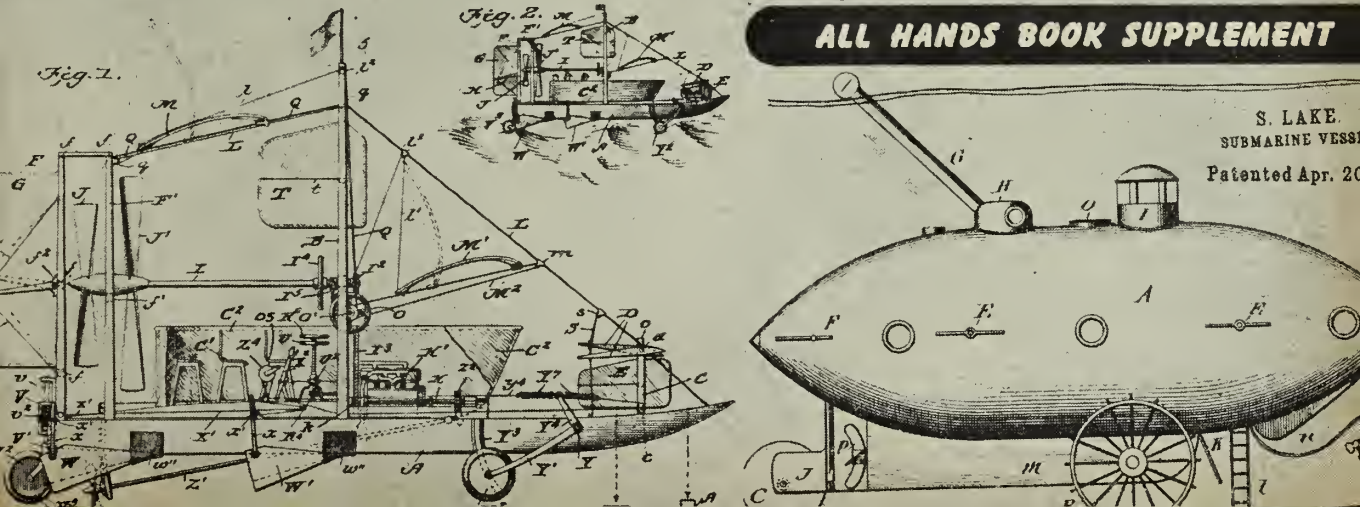


"The Navy of 1950"

In 1900 a senator and former SecNav wrote an article for the Cosmopolitan Illustrated Monthly Magazine on the prospects of the Navy of 1950, here reprinted with permission of Cosmopolitan Magazine.



A KLINGER
TORPEDO AND MEANS FOR PROPELLING SAME
Application filed Oct. 19, 1901



ALL HANDS BOOK SUPPLEMENT

S. LAKE.
SUBMARINE VESSEL
Patented Apr. 20, 1903

How Close Could You Come

Editor's Note: Suppose you were to sit down and attempt to predict what the Navy will be like 50 years from now — in the year 2000 A.D. How close could you come?

Will it be a Navy of true submariners and radar-brain missiles, of atom-powered rockets, man-killing bacteria and bombardment rays? Or, since these possibilities are known to exist today, might they not be outmoded by 2000, their place taken by new modes of warfare as yet undiscovered?

Such were the similar problems confronting the man who wrote what is now reprinted here. Only one thing is different: William E. Chandler wrote this account in the year 1900, crystal gazing half a century into the future toward your Navy — the Navy of 1950.

He was well qualified to do so, if any man was, having served as Secretary of the Navy from 1882 to 1885 and as U. S. Senator from New Hampshire from 1887 to 1901. During his Secretariat, the Navy began taking its modern form. Steel replaced wood, steam replaced sail, and breech-loading guns appeared on all new construction.

America had just graduated into the ranks of Great Powers of the world, after a short (three months) war with Spain won largely by the successes of U. S. sea power.

Demobilization affected the size of the Navy but little. The Naval Militia went back to civil life, a few auxiliary cruisers and yachts were returned to their owners, revenue cutters went back to the Treasury Department — and that was about all. At the turn of the century there were about 2,000 officers and 16,832 men in the Navy, and 211 officers and 6,000 men in the Marine Corps.

The "coastal Navy" of prewar days gave way to the cry of a "Navy second only to Britain's," and it was shortly to assume its role as a real first line of defense. The era of the big all-steel battleship, heavily armed and heavily armored, was just dawning.

Ships of the "Regular Navy" — fighting vessels — totalled 215, of which 15 were battleships. Five more battleships were building in 1900, making a total of 20 slated for active service.

"New construction," reported the Bureau of Construction and Repair, "attained the largest dimensions in the rebuilding of the Navy, comprising as it did the construction of eight battleships, four monitors, one cruiser, one sailing vessel, 16 torpedo-boat destroyers, 22 torpedo boats, and one submarine torpedo boat." The total was 53 vessels, cost of which (without armor and armament) was \$33,400,986.

The submarine torpedo boat *Plunger* attracted little attention, for the little undersea craft had been launched in 1897 and was still only 85 per cent complete three years later, owing to "difficulties encountered with the electrical apparatus which the contractors have not as yet succeeded in remedying. . . ." And craft that flew through the air had little substance other than in the dreams of wild visionaries.

The heart and backbone of fleet organization was the battleship — like the new *Kearsarge*, which could do 17

knots on trial, and *Missouri*, the 16,000-ton monster. A new trend in battleship armament was shaping up under the Bureau of Ordnance: "The development of the 12-inch gun has been so great that its adoption for recent vessels, rather than the 13-inch gun on the older vessels, became a logical sequence. . . . The penetrating power of the new 12-inch gun at 3,000 yards will be 17.92 inches of Harveyed nickel-steel armor as against 15.91 inches for the 13-inch gun. . . . The new 12-inch gun will readily perforate any armor afloat or likely to be put afloat."

Coal was still the main fuel, shovelled into roaring furnaces by the real Black Gang. While the U. S. was moving fast to establish coal depots on its newly won bases, the Bureau of Equipment made the melancholy note that there was "almost a coal panic in the markets of the world," jumping one third in price to \$2.50 a ton. The Navy could scarcely afford it.

Perhaps it was this that prompted the Chief of the Bureau of Steam Engineering to report: "I have continued the experiments with liquid fuel, which were interrupted during the war. The Bureau will shortly be able to decide the prospective efficiency of fuel oil."

Steam furnished not only the propulsive power but also ran the winches and auxiliary motors, for electricity was still an infant on shipboard. "In some quarters the fact that electric motors are extensively used on shore," said the Navy, "has led to the belief that they would be equally successful on board ship."

Actually, electric outfits of the day were huge, weighty, delicate, costly, and generally untrustworthy. Dynamos suitable for Navy use were not being manufactured and on shipboard, it was found, "the motors are necessarily placed where the heat is excessive, causing the wires to sag."

In the British Navy, the naval example for all the world, electricity operated only incandescent lights, searchlights and signal apparatus. But the Inspector of Electrical Appliances added that electricity to work turrets, ammo hoists, guns and other gear should be practicable shortly.

As for electrically operated communications gear, a board made a favorable report after a series of trials in New York Bay and at sea that "the Marconi wireless holds great promise, the only serious defect found being what is commonly known as interference."

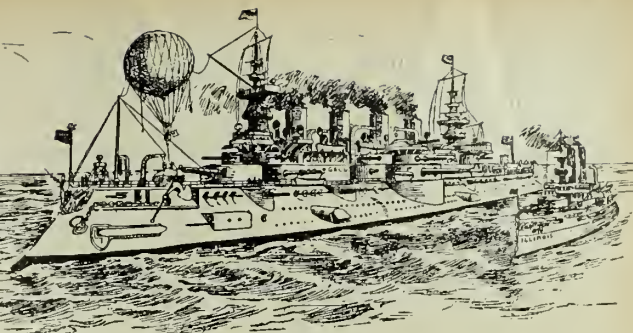
Overseas, Marines and naval personnel were fighting the Boxer Rebellion in Peking and other Chinese cities, quelling disturbances in the Philippines, and using to good effect the new automatic 6-millimeter Colt machine gun while reconnoitering against hostile natives in Samoa.

It seemed there were hardly enough Marines to go around. "Owing to the difficulties of the Marines in Alaska since the discovery of the gold fields there, bringing many unruly characters there," wrote the Commandant, "the strength of the post will have to be increased."

Marines on occupation assignments arrived to take over Wake, Guam, Tutuila, Cavite, and an area to be known as Naval Station Hawaii.

These were the clues, the world 50 years ago of former SecNav William Chandler as he sat down to write about the prospects of the Navy of 1950. . . .

"The Navy of 1950"



THE TWENTIETH century is destined to witness some very important new departures in the art of naval warfare, and the most notable of these may be the disappearance of armored ships. My notion is that fifty years hence the armor-clad fighting-vessel will be as completely out of date as is the armored fighting-man today. Soldiers are no longer protected in battle by suits of mail, because they prefer to take their chances of being wounded or killed rather than carry the weight and suffer the incidental impediment to their activity. To the war-ships of the future the same idea will be considered as applying, and, in order to inflict the utmost possible damage upon the enemy, they will accept great risks fearlessly, relying for safety upon rapidity of movement, skill in maneuvering, and, above all, a dexterity in a sea-fight which shall accomplish the destruction of the adversary before the latter can succeed in striking a deadly blow.

The typical war-ship of the twentieth century—of fifty years hence, let us say—will be exceedingly swift and readily dirigible, so as to maneuver with ease. It will carry a great many guns of moderate caliber, the very large ship-cannon of to-day being dispensed with, and all of them will be of the rapid-fire kind, while the shells will be loaded with high explosives capable of enormous destruction.

It is obvious that, if the war-ship of the future is to have great speed, its motive-power must be proportionate. Engines will doubtless be improved very much, but my belief is that some far more efficient substitute will be found for steam as a propelling agent. What that substitute will be nobody can say, though electricity seems more likely than anything else. In the present state of the electrical art that force is not available for such use, inasmuch as storage batteries would weigh too much; but later discovery may do away with the necessity of employing accumulators, introducing some new and easy method of producing and applying electric energy.

It does not seem too much to expect that the cruiser of the twentieth century, with her improved machinery and new motive-power, will have a steaming radius twice as great as that of the best vessel of her type to-day. In other words, she will be able to travel twice as far without a fresh supply of fuel. Our fastest naval greyhound, *Minneapolis*, has a steaming radius of about nine thousand miles, and, on the basis suggested, the swiftest fighting-craft of fifty years hence (not including torpedo-boats) could make a voyage of eighteen thousand miles, at a stretch, without entering a port. This ship of the future will possess an astonishing activity, traversing immense distances at a high rate of speed, and with a small consumption of fuel. A very notable point about our war-ships of the present day is their low fuel-consumption

on long voyages; but this has always implied slow going, the coal-consumption running up with a startling multiple when speed is increased.

If my theory is correct, the armored ship of the twentieth century will be regarded, like the mail-clad fighting-man, as a relic of the past, and the war-vessel will take its chances in conflict, just as the soldier does to-day. Perhaps the war-ship may retain a light protective coat, very strong for its thickness, but the enormously heavy plates now in use will be dispensed with, simply for the reason that they interfere too much with the activity and serviceableness of the dirigible floating platform which carries the guns. Our new battle-ship, *Kearsarge*, carries no less than twenty-seven hundred tons of armor—a weight so gigantic as to render her clumsy and sluggish.

Already our own Navy Department has come to realize that armor has been over-done, and the thickness of the steel plates is to be much reduced in the newly ordered war-ships. This, unquestionably, is a step in the right direction. One trouble about the modern battle-ship is that in a sea-way she finds difficulty in fighting her guns, because she rocks so much, and it has been asserted by experts that a cruiser like *Brooklyn*, having a higher free-board and therefore a more stable gun-platform, could stand off at long range in rough weather and "knock-out" the most powerful battle-ship, which would be as helpless under such circumstances as a cow attacked by a tiger-cat. It is not sufficient to be formidable merely in defense; readiness to attack, which in a war-vessel implies nimbleness, is at least equally important.

2

Not being myself an expert in such matters, technically speaking, I am obliged to confine myself to generalities. To attempt a discussion of the relative merits of the battle-ship and the armored cruiser, for example, would be to venture outside of my knowledge and into a field with which I have not a proper scientific acquaintance. On the other hand, I do not hesitate to venture the prediction that fifty years from now there will be no such great differentiation in types of fighting-ships as we behold at present.

At one extreme we have the battle-ship, and at the other the unprotected greyhound cruiser with small offensive power and no defensive equipment except her heels—in other words, her ability to run in case of danger. If I am not mistaken, the sea-fighters of the future will be, in the main, of one type—with light armor, if any; swift, nimble of movement, and with tremendous destructive power.

Already there is a marked tendency to increase the number of guns and make them of somewhat smaller caliber, the great ship-cannon mounted in the turrets of

"The Navy of 1950"

Indiana and other battle-ships of ours to-day being too slow of fire and too clumsy to handle. When high explosives are used in shells, as will soon be the case, projectiles of moderate size will carry them in adequate quantities, and the best results will be obtained by concentrating the fire of many guns. It goes without saying that the weapons employed, whatever their size, will all be of the quick-fire type, so as to throw literally a storm of bursting projectiles at the enemy.

The loss of life in a twentieth century naval battle will be very great, the means of destruction used being so tremendous. We may expect now and then to see a vessel wiped out with a single well-aimed shot, all on board perishing, because in such a conflict there will be no time to pick up the survivors. On the other hand, much will be gained for safety by making the ships fireproof—a change which has already been adopted in the plans for all of our newly ordered fighting-craft. War-ships in the future will be non-combustible from stem to stern. Wood has to be utilized for some purposes on board, though the furniture may be of metal, but there is no difficulty in rendering it absolutely proof against fire by a mineralizing process which has been adopted by the government for this purpose.

Necessarily, the enemy's vessels would be as vulnerable as our own, for lack of armor—a remark which recalls to my mind an incident that occurred when I was Secretary of the Navy. We had begun the new navy by contracting for *Chicago*, *Boston*, *Atlanta* and *Dolphin*, and our next program was a very modest one calling for the construction of only four additional ships. More were wanted, but it was thought that four were as many as we could hope to get.

In those days the importance of sea-power was not recognized in this country as it is now, and many people in Congress could always be counted on to oppose any measure for the increase of our maritime forces. A Democratic senator from the East, in particular, was against furnishing money for a Republican Secretary to spend on war-vessels, and it was in vain that he was urged to con-

sent to it. Looking for a pretext for opposition, he found one that was rather ingenious. He came into the room of the Senate Naval Committee one morning and said:

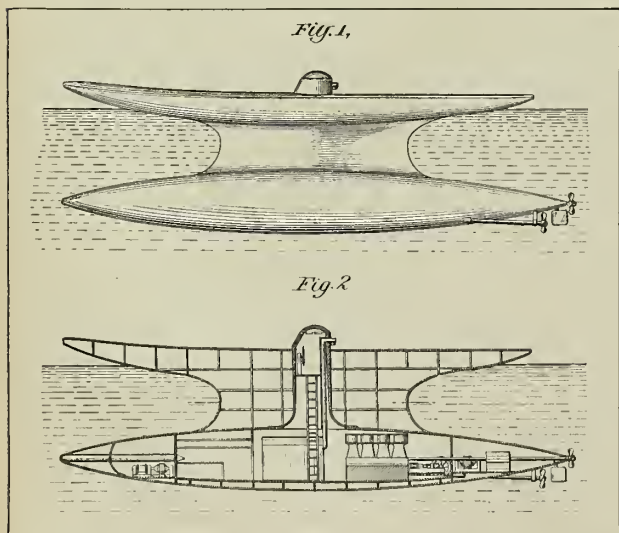
"Mr. Chairman, I've been thinking this business over, and I don't see that we need any more ships — at all events, not just now. Here is this new stuff called dynamite, which is so powerful that a small projectile loaded with it may destroy and blow to atoms the biggest war-vessel in the world. There is no use in putting a great sum of money into a craft that can be smashed with a single shot. So I think that, instead of going any further, the subject of dynamite ought to receive careful investigation."

Evidently it did not occur to the Senator to consider that dynamite, in a fight on the seas, could not be thrown at us except from a ship, which necessarily would be as vulnerable to attack by high explosives as our own vessels. But the remarks quoted are interesting to-day, as illustrating the development of ideas on the subject of naval warfare within the last eighteen years. The money for the four ships I wanted was not given to me, but to Secretary of the Navy Whitney afterward.

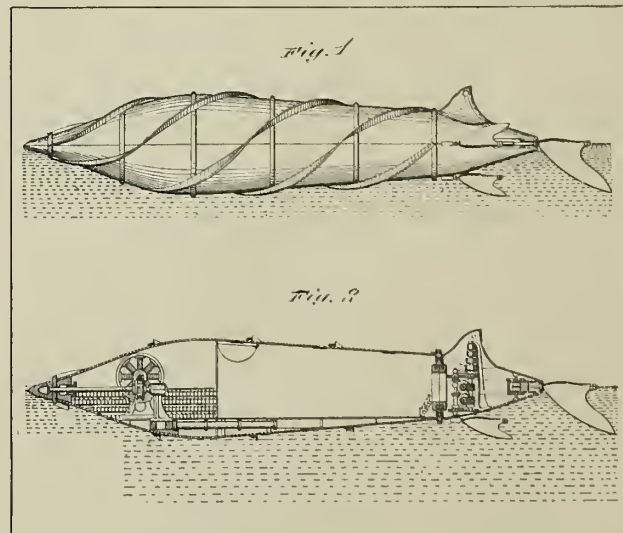
According to my notion, it will be thought fifty years hence that six million dollars is too large a sum to risk in a single war-ship, and that it is better to build two or three of less size for the same money. I am strongly inclined to think that, under twentieth-century conditions, two or three comparatively small fighting-vessels, powerfully armed and very speedy, may do much more execution and accomplish more effective, results than one huge floating fortress.

3

The use of the torpedo in naval warfare will be greatly developed in the course of the next fifty years. Of the employment of torpedo-boats I have always been a strong advocate, but the lessons of recent history point to the conclusion that small craft of this kind are too vulnerable to be of much practical service, unless for scouting duty or to steal upon an unsuspecting foe at night. This latter move, indeed, is rendered almost impracticable by the detective searchlight. Probably the torpedo-boat of the future will be of considerable size, and will carry a fair battery of rapid-fire guns, so as to be able to put up some



HYBRID torpedo boat had one hull underwater.



UNIQUE submarine corkscrewed itself through water.

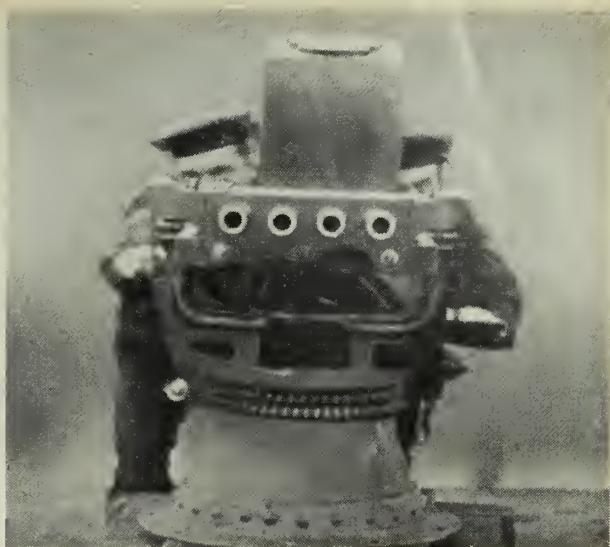
sort of fight, while seeking a chance to deliver its more deadly and destructive missile.

I am inclined to think that the pneumatic gun will be dispensed with. Its range is very short and its trajectory so high as to make accuracy of aim difficult. Besides, what will be the use of it when ordinary guns throw high explosives? As for the range of ship-cannon, it is not likely to be increased; for there is no object in throwing a shell ten or fifteen miles when a ship is concealed by the curvature of the earth at seven miles. Furthermore, war-vessels would not begin an action until within two miles of each other.

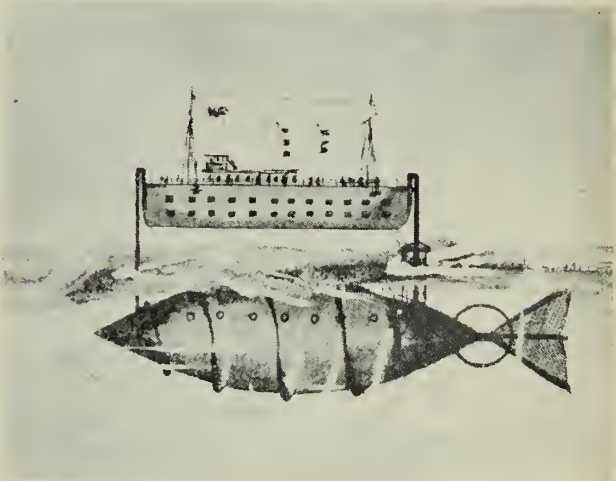
One important new departure will be the adoption of some sort of paint for ships' bottoms which will prevent them from fouling. This is a matter of utmost importance, inasmuch as a foul bottom cuts down a ship's speed and greatly increases her consumption of fuel.

The submarine boat, in my opinion, has a great future before it. In harbors, it can hardly be operated with safety, owing to obstructions—particularly torpedoes in war-time. It needs a clear field, and its most effective work will be done outside the mouths of harbors, perhaps running out on the surface of the water—for the sake of clear vision—and then diving to attack the enemy. It may be that, some time in the future, war-ships will carry submarine boats for torpedo service at sea. The question is chiefly one of weight, for if such a boat can be made light enough, there is no reason why it should not be carried on the deck of a large man-o'-war, just as enormously heavy steam-launches are a part of the equipment of a modern battle-ship.

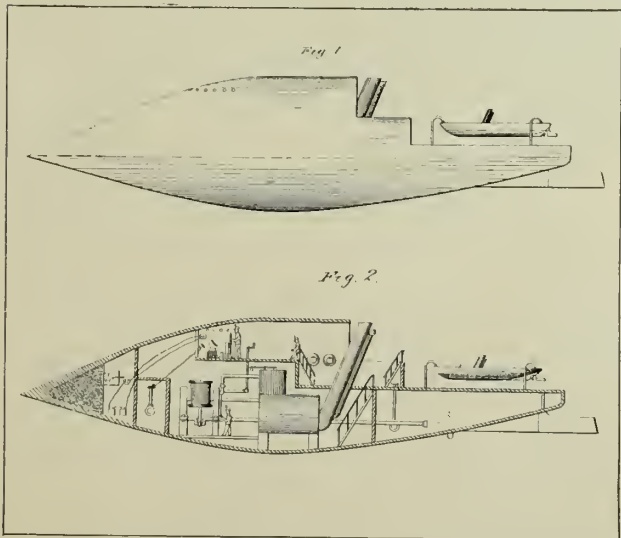
The increase of our navy depends wholly upon a determination to develop our merchant marine. If the latter is revived, our fighting force on the seas must be increased proportionately, and before the end of the twentieth century we are likely to find ourselves only second in rank among the nations of the world in respect to seapower, Great Britain still holding the first place. But commerce must come before a larger navy, for, lacking the pugnacity of Germany, France and Russia, we are not likely to build up a great fighting force on the ocean merely with a view to making ourselves formidable in a martial sense. Our first duty now is to revive our carrying trade in ships suitable for naval service in time of war.



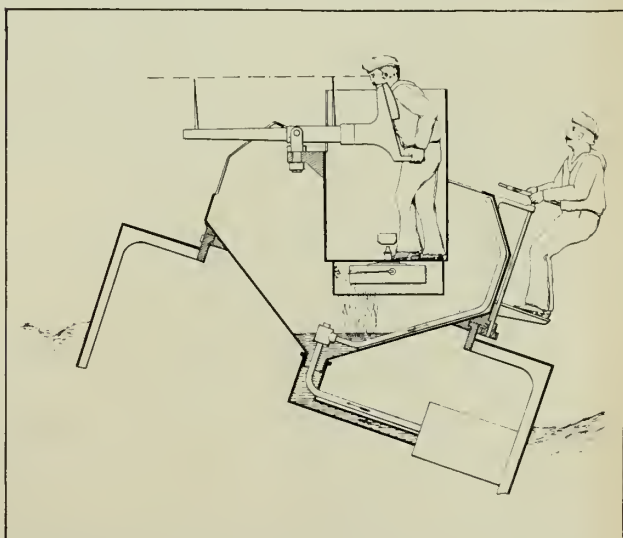
NORDENFELT four-barrel, rapid-fire one-pounder—Increased use of such weapons by Navy was predicted.



TWO-HULLED vessel invented by a Russian in 1889 was half submarine. Fish-shaped rudders were for steering.



SELF-DESTRUCTIVE vessel had a potent warhead.

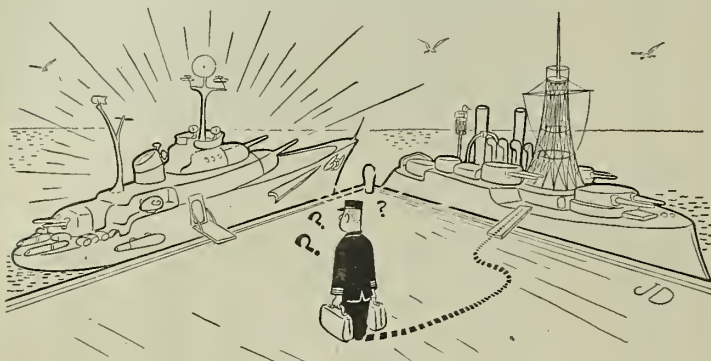


APPARATUS was to provide a steady gun platform.

TAFFRAIL TALK

USS *McClelland* (DE 750) was a whole new nautical world to one Naval Reserve commander taking his first cruise in 26 years. Vice president of an Alabama bank in civilian life, Commander William O. Baldwin, USNR, who had resigned from the Regular Navy in 1923, made a "cruise report" of his impressions:

"No seaman recruit of the Naval Reserve proved to be half so "recruitish" on *McClelland* as I. The night I went aboard, I noticed two horizontal red lights on a tug tied up alongside. It mystified me but I had too much pride to ask what the lights



were. I reasoned that the Rules of the Road had been altered in the 26 years since I had dealt with them, but I found that I was reasonably well posted on that score . . .

"I had never seen sonar or radar, nor any part of the CIC installation. I had never seen a ship that had no chains.

"Being on a diesel electric craft made me realize my age. Oil was in its hey-day and turbines were just being perfected when I left the service and several of the ships to which I had been attached were coal burners with reciprocating engines!"

Each month several ALL HANDS readers send to the magazine words and pictures about a new Enlisted Men's Club that has been built at their station.

We want to receive these contributions to the magazine and use the stories and pictures whenever we can. But to be newsworthy and interesting to ALL HANDS readers, these pix should have people in them — people relaxed and doing things that come natural — rather than being obviously posed.

So you photographers, ask a few sailors and their dates to pose (but naturally) for you when you take the shots of your brand-new club.

Out on the west coast they're telling a story about two USS *Valley Forge* yeomen renting a private plane and landing on a highway on Maui Island, Hawaii. They had run out of gas, so they set their craft down on the road, walked to an airport to purchase five gallons of gas, filled 'er up and took off again. Police cleared the way.

The All Hands Staff

ALL HANDS

THE BUPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget on 29 April 1949, this magazine is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

PERSONAL COPIES: This magazine is for sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C.: 20 cents per copy; subscription price \$2.00 a year, domestic (including FPO and APO addresses for overseas mail); \$2.75, foreign. Remittances should be made direct to the Superintendent of Documents. Subscriptions are accepted for one year only.

DISTRIBUTION: By BuPers Circ. Ltr. 162-43 (NDB, cum. ed., 31 Dec. 43-1362) the Bureau directed that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicated that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the directive.

In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issues.

The Bureau should also be advised if the full number of copies is not received regularly.

Normally, copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corps. Requests from Marine Corps activities should be addressed to the Commandant.

REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB" used as a reference, indicate the official Navy Department Bulletin.

• AT RIGHT: The guppy-type submarine USS *Remora* (SS 487) displays 4.0 seamanship as a taut line and good conning bring the boat into her berth. ➔

**HAPPY
BIRTHDAY**



A MESSAGE FOR YOU.....



BEING A NAVY MAN MEANS....

TRAINING .. ADVENTURE....

STEADY PAY .. RETIREMENT....

21 Feb 50 ✓

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

NAVPERS-O



This magazine is intended
for 10 readers. All should
see it as soon as possible.

PASS THIS COPY ALONG

FEBRUARY 1950



ISLAND IDYL

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

FEBRUARY 1950

Navpers-O

NUMBER 396

REAR ADMIRAL JOHN W. ROPER, USN
The Chief of Naval Personnel

REAR ADMIRAL FREDERICK W. McMAHON, USN
The Deputy Chief of Naval Personnel

Editor: LCDR George Dennis, Jr., USN

TABLE OF CONTENTS

	Page
Baby, It's Cold Topside	2
The Word	4
Undersea Warfare Training	6
Watch on the Rhine	9
Navy Sports Roundup	12
New Islands	15
Columbus Discovers Old World	16
Here Are Your Top Defense Officials	18
Naval Reserve Is a Family Affair	20
Letters to the Editor	25
MCI Offers Good Chance to Learn	30
Today's Navy	32
Servicescope: News of Other Armed Services ..	40
Bulletin Board	42
Latest Word on State Bonuses	42
First of Series on Pay	44
WO Distribution Plan	47
Directives in Brief	51
Officer Promotion Exams	52
Physical Disability Retirement	54
Books: Latest in Navy Libraries	58
Book Supplement: <i>Adriatic Blockade</i>	59
Taffrail Talk	64

• FRONT COVER: From the flying bridge on one of the U. S. Navy's Rhine River Patrol vessels, an American blue-jacket scans the river, one of the busiest waterways in the world. The patrol has 88 officers and enlisted men manning 15 patrol craft. See p. 9.

• AT LEFT: Upon completion of maneuvers, USS *Badoeng Strait* (CVE 116) is tied up at Pearl Harbor while her personnel enjoy liberty and Aloha Week celebrations in Honolulu.—Photo by James H. Curtright, SN, USN.

CREDITS: All photographs published in ALL HANDS are the official Department of Defense photographs unless otherwise designated.

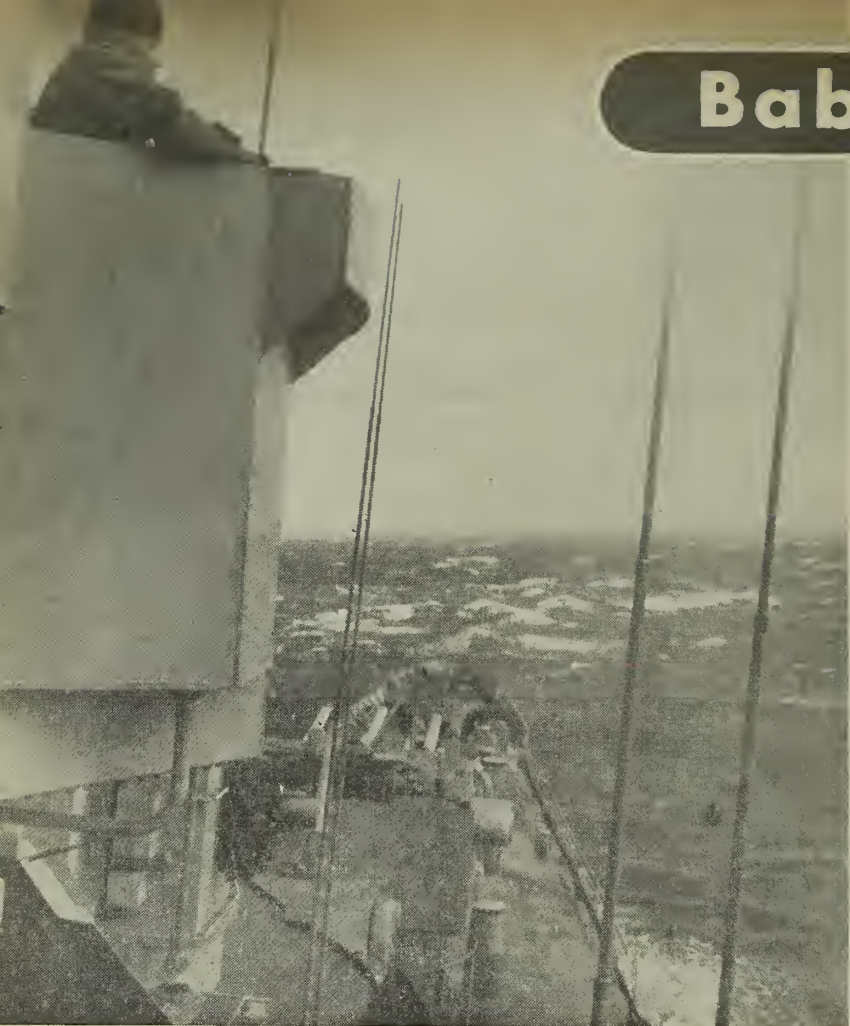
Baby, It's Cold

SNOW, ICE and heavy seas plagued men and ships of Task Force 28 during cold weather training maneuvers in the North Atlantic.

The striking force—which included *USS Albany*—conducted simulated air strikes against shore objectives and against attacking submarine forces.

The support force carried out replenishment operations.

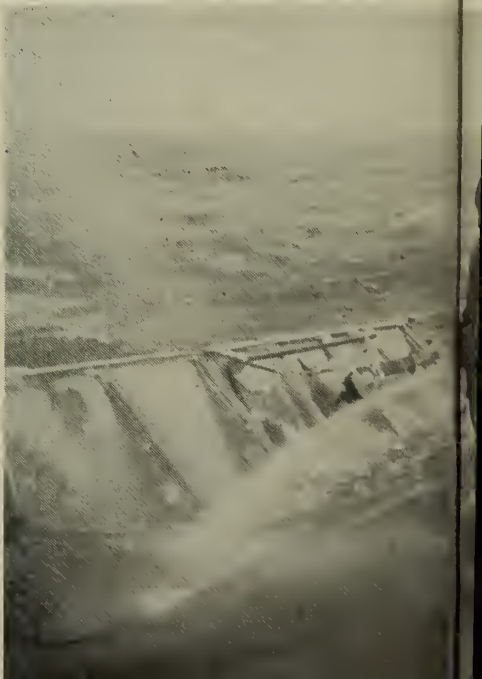
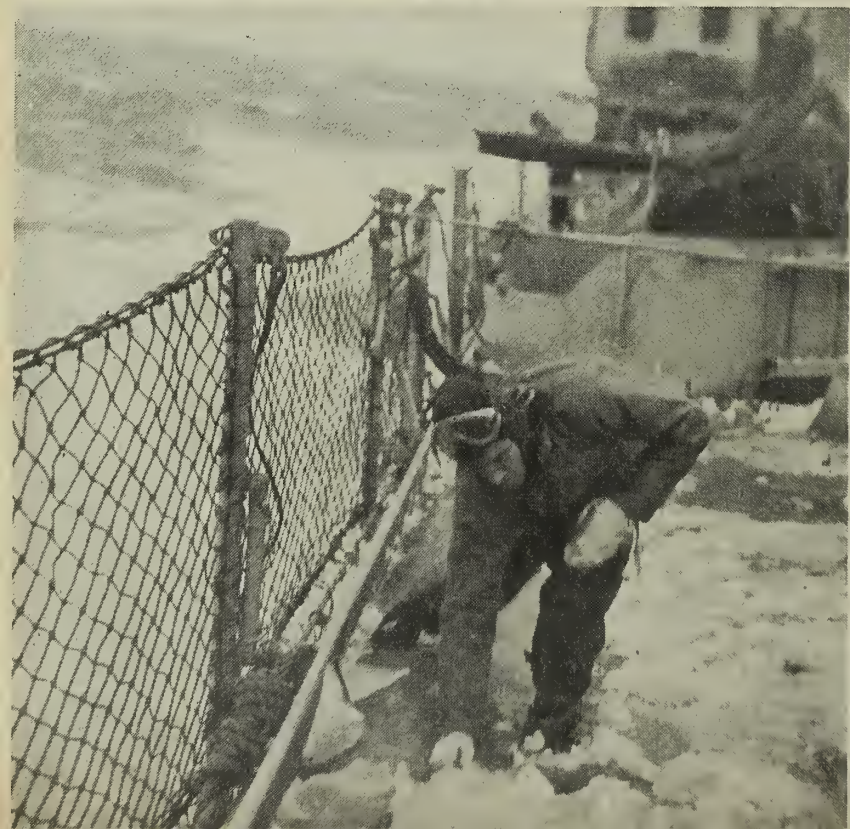
Throughout the maneuvers emphasis was placed on anti-submarine



COLD LOOK-OUT stands watch on the open bridge during Arctic cruise of Task Force 28 (above). Below: Snow is scraped off the deck of *USS Albany*.



COLD MARINES stand by gun awaiting attack by radio-controlled drone (above).



Topside

warfare training and on the perfection of techniques associated with operations in cold weather in northern waters. These photographs — taken on *Albany* — show typical situations that tested both men and equipment.

In these exercises Navy men demonstrated again that they are capable of putting up a heated scrap even when (to paraphrase the popular song) "Baby, It's Cold Topside."



Below: In frigid North Atlantic steam is used to thaw ice on cruiser's forecastle.



COLD WEATHER failure of 40-mm. is quickly corrected by chilled gunner's mates (above). Below: Crane block is secured to bit during heavy weather.



THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

• **SEPARATION** — Personnel eligible for separation while serving at a naval shore activity will now be separated at that same activity in most cases. Previously, such personnel were separated from the service at certain specified activities which often were not their regular duty stations.

BuPers Circ. Ltr. 207-49 (NDB, 15 Dec 1949) states as follows: "Personnel becoming eligible for separation while serving at a naval shore activity within continental U. S. shall be separated at such activity in all cases where the facilities and personnel for conducting separation physical examinations are available either at the activity or within the immediate vicinity thereof."

The circular letter gives complete instructions for separation of eligible persons from the naval service. Most of the instructions are unchanged from those previously established. Also included is a list of naval activities designated to separate personnel

from ships and from shore stations not equipped to conduct physical examinations for separation.

• **MOinCs NOW COs** — The Navy title "medical officer in command" is no longer to be used. Instead, officers serving in that capacity will be known as commanding officers.

Also changed to the title "commanding officer" is the former title of Medical Service Officer in Command, Naval School of Hospital Administration, National Naval Medical Center, Bethesda, Md. These changes affect all Navy medical and dental activities whose COs have in the past carried the title medical officer in command.

Until recently, line officers only were eligible to be classified as COs. It is expected that some time soon the commanding officer title will be authorized for officers of any of the Staff Corps who are serving in such a position.

• **UDT APPLICATIONS** — Regular Navy line officers with the rank of ensign through lieutenant commander may apply for duty in Underwater Demolition Teams, Atlantic and Pacific.

Requirements specify that applicants must pass the physical qualifications required for submarine training, in addition to meeting other specifications as noted in BuPers Manual 1948, Article C-7306 and BuMed Manual 1945, paragraph 21133.

The directive calling for applications, BuPers Circ. Ltr. 203-49 (NDB, 15 Dec 1949), states that applications from temporary officers will be considered.

Applications should be submitted via the commanding officer to the Chief of Naval Personnel (Attn: Pers 3114).

• **COPY OF ORDERS** — Any Navy man who is authorized to fly by Military Air Transportation (MATS) must turn over one copy of his orders to MATS when he boards the plane.

Whether you are traveling under orders or in a leave status, you should carry enough copies of your orders with you to provide MATS with one, according to a Joint Letter issued by BuPers and the Marine Corps (NDB, 30 Nov 1949).

Making a 4.0 Knot Board Like This Large One Is Knot Easy

Practically the last word in knot boards is a large one made up by eight men attached to NAS Guantanamo Bay, Cuba.

Eight by four feet, the board shows 101 different type knots, 22 sennets and other illustrations of the use of line — such as a full-rigged life boat, a bosun's chair, and a boom lift.

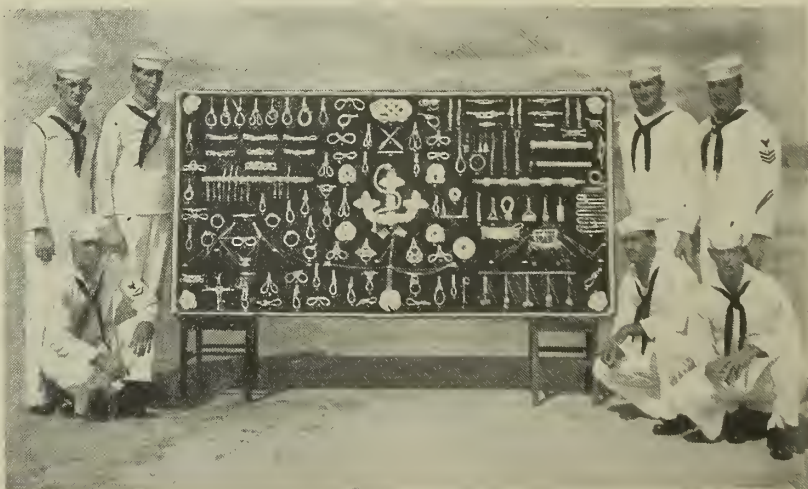
Outstanding item on the board is a large anchor fashioned of line, measuring 24 by 12 inches. It took three men 11 hours to complete it.

Today the knot board occupies a prominent place on the station — in the entrance passageway of the NAS administration building.

The eight men are members of the beach crew at the air station. In the picture at right: left to right, standing: George D. Dryden, AA, USN; Thomas A. Gibson, AN, USN; George A. Helton, AN, USN; and John L. Daley, BM1, USN, petty

officer in charge of the beach crew. Kneeling, left to right, are: Walter J. Parham, Jr., AB3, USN; Tom H.

Moore, AN, USN; and Sidney Weinberg, ADAN, USN. Not present: George A. Haggerty, SN, USN.



NAUTICAL knots, splices, sennets and other uses of line were assembled on this definitive board by eight members of the 'Gitmo Bay' beach crew.



"He really puts himself into his work."

• **NEW DESIGNATION** — It's "Navy exchange" now instead of Navy ship's service store. The change in designation was made in accordance with the Armed Service Exchange Regulations of 1 Aug 1949, and became effective on 1 Jan 1950.

• **NEW SERVICE CARD** — Members of the armed forces now can sport a new card in their wallet to show they have served honorably.

The new card — a handy-size, black and white job — is called the "Certificate of Service." For the Navy man, the card will have at the top the seal of the Department of the Navy and at the bottom the words "United States Navy."

On the back are several spaces which are to be filled in with the period of active service, signature of the individual and countersignature of the certifying officer.

The new certificate will be issued to all personnel separated from the Navy after 1 Jan 1950. A new card will be issued for each period of service completed.

Don't confuse this card, however, with another card you may have seen. The second one, the Navy's "Certificate of Satisfactory Service" was also given to each man being separated from the Navy prior to 1 Jan 1950.

This old card, as well as two other certificates — all three of which were issued by the Navy to its men — has now been replaced with another new, triple-purpose certificate which is called the "Report of Separation from the Armed Forces of the United States."

Commanding officers of all ships and stations have begun to issue the first card, the "Certificate of Service." Information concerning issuing instructions may be found in BuPers Circ. Ltr. 188-49 (NDB, 15 Nov 1949).

• **ELECTRONICS SCHOOL** — Officers in four special categories may submit applications for the one-year electronics course at Naval School, Electronics Maintenance, Naval Training Center, Great Lakes, Ill.

If they have not attended this or other advanced electronics schools in the past five years, the following may apply for the training to the Chief of Naval Personnel:

• Non-aviation permanently commissioned line officers of the Regular Navy of the rank of ensign and lieutenant (junior grade), including LDO (electronics).

• USN temporary officers of any rank whose permanent status is chief radio electrician, radio electrician, chief electrician, or electrician who have less than 20 years total military service.

• Any chief radio electrician, radio electrician, chief electrician, or electrician holding permanent appointment as such.

• Any chief radio electrician, or radio electrician holding temporary appointment as such who has less than 20 years total military service.

Applications should be submitted by letter via official channels to reach the Chief of Naval Personnel (Attn: Pers 311H) 60 days before the convening date of the class.

Applicants must sign an agreement to serve three years in the naval service after completion of the course, BuPers Circ. Ltr. 202-49 (NDB, 15 Dec 1949) states.

The application should include an endorsement by the commanding officer as to the availability and suitability of the applicant for electronics duties.

• **LTA TRAINING** — Qualified heavier-than-air pilots with permanent commissions in the ranks of lieutenant commander and below may apply to the Chief of Naval Personnel for assignment to lighter-than-air training. Deadline for application is 15 Feb 1949, by which time it must reach the Chief of Naval Personnel (Attn: Pers 31B).

Flight training for the selected candidates will begin 15 Apr 1950 at NAS Lakehurst, New Jersey.

In announcing the training, BuPers Circ. Ltr. 204-49 (NDB, 15 Dec 1949) states that normal rotation between heavier-than-air and lighter-than-air duties may be expected by officers qualifying.

HERE'S YOUR NAVY



Today, as in the days of Admiral Farragut, the Navy's best sailors take great pride in keeping their possessions truly ship-shape. It's no accident that for generations, ashore as well as afloat, the term "ship-shape" has meant neat, compactly stowed, correctly installed. And today, no more than in the day of windjammers, does the Navy's ships and stations have room for stray gear.



In ships and boats of almost every kind, fenders are brought aboard as soon as the need for them is ended. In small boats, bow and stern lines are kept neatly coiled or flemished down when not in use. Aboard ships, they are faked or flemished on deck, or stowed below when dry. A trailing line or "Irish pennant" is a thing despised by any sharp man of the sea.



Personal lockers and the manner of stowing their contents are a matter of special pride to the true shell-back. When a man of that type opens his locker, square, level stacks of folded clothing greet the eye. Shoes, shoe-shine gear, toilet articles, writing material, towels, neckerchiefs, all are in their places. And—this above all—nothing falls out!

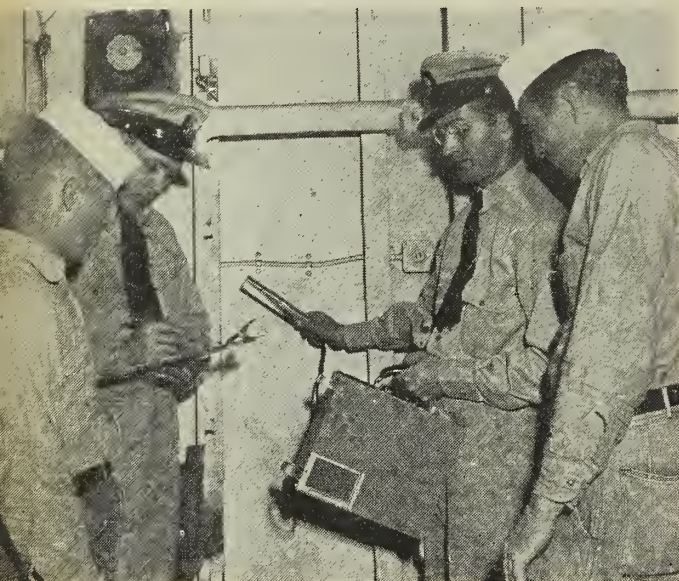
Undersea Warfare



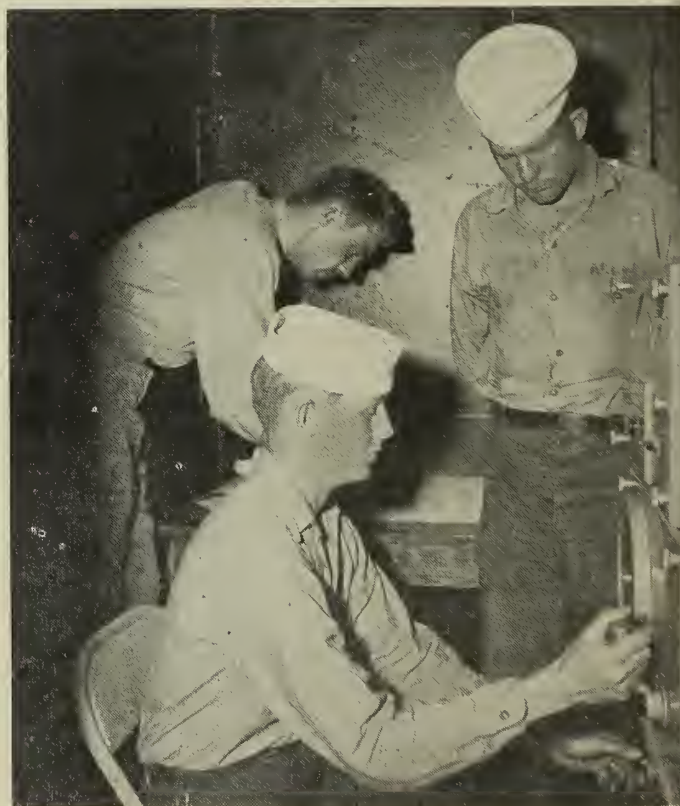
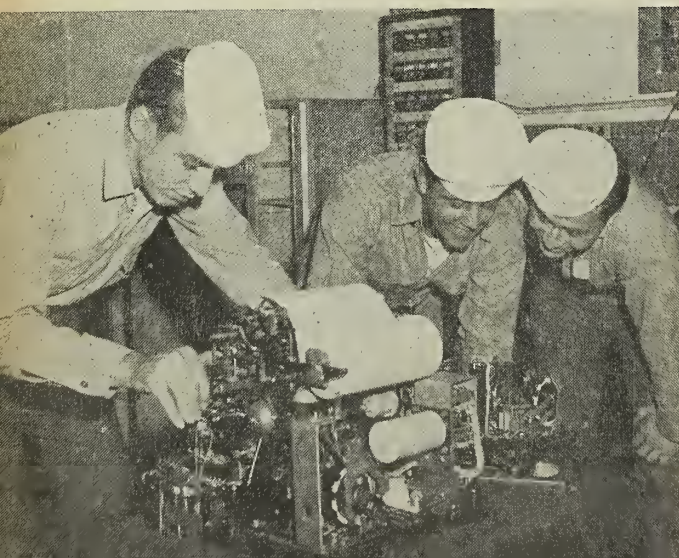
ATTACK TRAINER at FTC pits COC of surface vessels (above) against submarines in realistic mock battles.



PLOTTER in destroyer's COC mock-up (above) tensely marks the position reports of the attacking submarine.



RADIOLOGICAL defense course offers training in monitoring (above) and decontamination methods.



SONAR STACK mock-up (above) affords realistic ASW training. Left: Teletype maintenance training.

Training

RIGHT full rudder," said the destroyer skipper at his conning station. "All engines ahead two-thirds." Then he again turned his undivided attention to the COC officer's words. Bending over the dead reckoning tracer in the adjoining "command operations center," the COC officer tensely plotted the position of the "submarine."

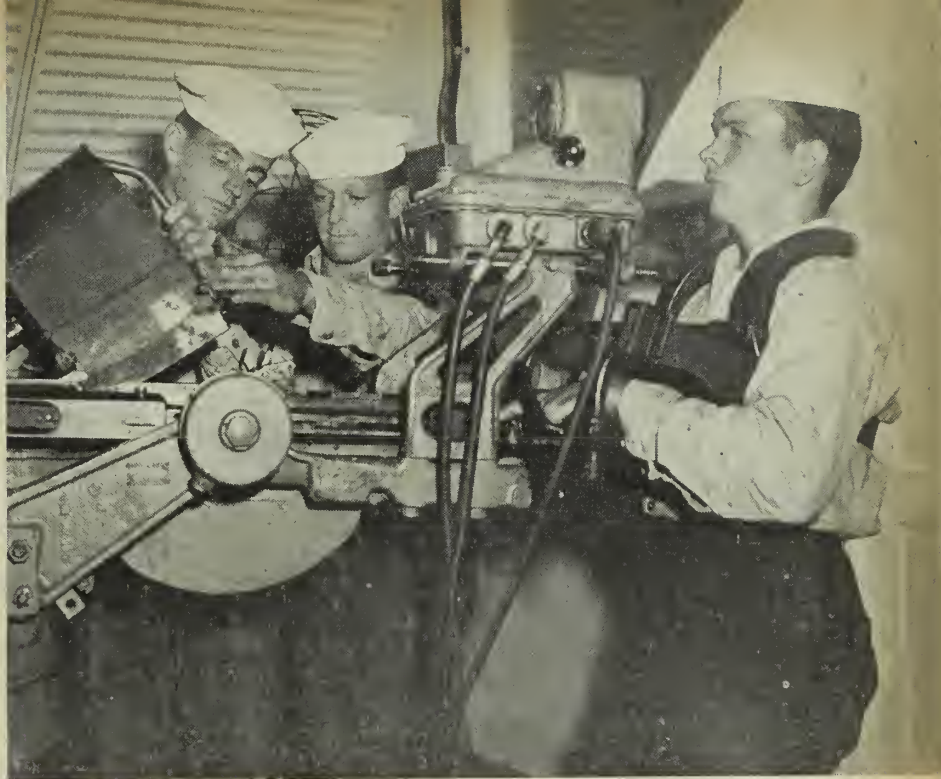
In another room an oblong red spot moved across a translucent screen in answer to the evasive tactics of the submarine crew. In hot pursuit a green light moved after it. An officer intently watched the relative position of the two moving spots, making swift deductions.

The incredible thing about all this was, it wasn't even on water. It was at the Navy's Fleet Training Center at Pearl Harbor, T. H. A person would be likely to think it was aboard ship, though, if he were led blindfolded into the place and then unveiled. The setting was complete, down to the last squawk-box.

The dramatic scene just described — or a scene much like it — occurs almost every day in the training center's two anti-submarine warfare courses, only a part of FTC's 51-course curriculum.

Kingpin of the ASW course is the Sangamo Attack Teacher. Through use of this electronic device, which is equipped with mirrors, screens and photoelectric beams, the actual "maneuverings and firings" of each so-called vessel is recorded for study after the two crews have completed their training problem. The maneuverings and firings are controlled by the two COs, each in his own conning station in the ASW classrooms at the Fleet Training Center.

The bearing and position of the vessels is recorded on a glass plate in the rear of the photo screen on which the Sangamo Attack Teacher projects its moving lights. Until the engagement is over, only the instructor at the controls can see the movement of each vessel. Neither CO can see the screen, but must rely solely upon his combat operations center and the reports of the sonar team. They may steam on any course or at any speed in keeping with their ship's ability. The screen on which the maneuvers



INSTRUCTION in the use of the old reliable 20-mm. is included in the Fleet Training Center's broad curriculum. In all, 51 courses are offered.

are recorded is scaled to represent an area almost three miles square.

After completion of a problem, both the ASW crew and the submarine crew gather in the room where the attack teacher projector is located and analyze their movements as recorded on the glass plate behind the screen. Other phases of the ASW instruction include lectures and movies.

Like the other compartments, the conning room for submariners is complete and detailed. Even the room measurements coincide closely with those of a similar compartment aboard a modern sub. The student skipper can "steam" up to 20 knots and can follow evasion courses and speeds as directed by the sonar range contacts. The crew of the simulated submarine employs two kinds of sounds in evading the enemy — the echo "ping" of its own sonar and the realistic propeller noises of the surface vessel.

An adjoining sound-proof room is the surface craft's command operations center. This duplicates a destroyer's COC down to the last piece of equipment and gives the student COC team some highly realistic training. The room is equipped for manual plotting of the sub's position

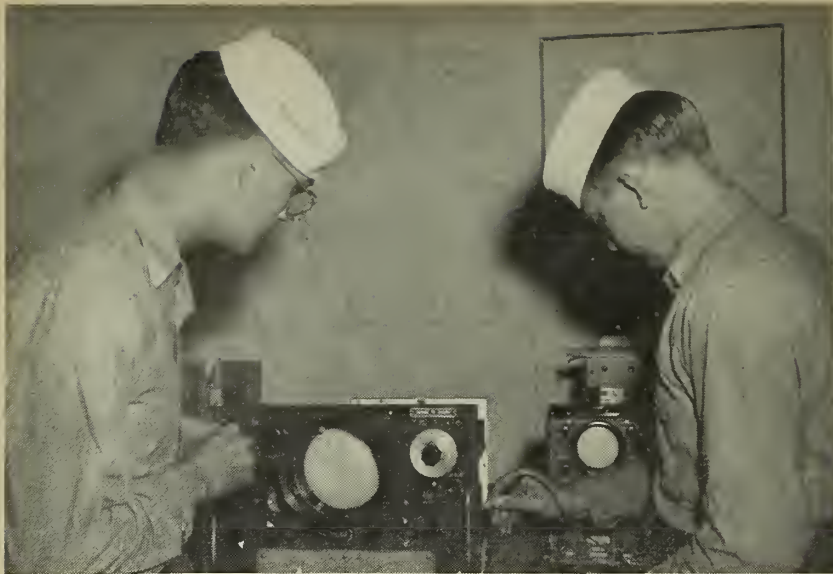
so that the "search" can go on even if the problem calls for a breakdown of the ASW vessel's electronic equipment.

Next to the COC is the ASW vessel's sonar hut. This has all the latest sound equipment, including an attack plotter. The attack plotter is similar in operation to radar, except that the plotter screen shows the movements of both vessels instead of only one. The third room of the ASW vessel is the conning station.

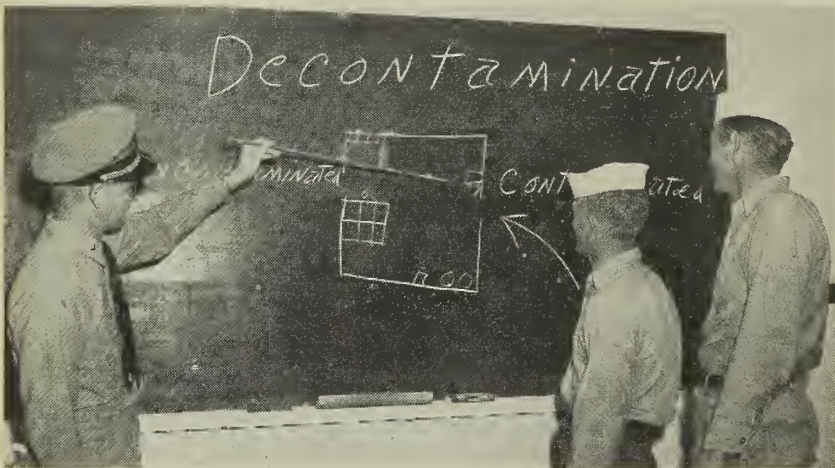
The worth of this course is emphasized by many destroyer and DE skippers in praises such as given by one destroyer escort CO who said, "This training ashore is invaluable in preparing my COC team and serves as an excellent refresher course for my officers and crew."

The school's curriculum of 51 courses is broken down into 10 courses in gunnery, five in damage control and fire fighting, two in combat operations center, two in anti-submarine warfare, one in telephone talking and voice radio, one in emergency ship handling, one in navigation and others in maintenance of electronic equipment.

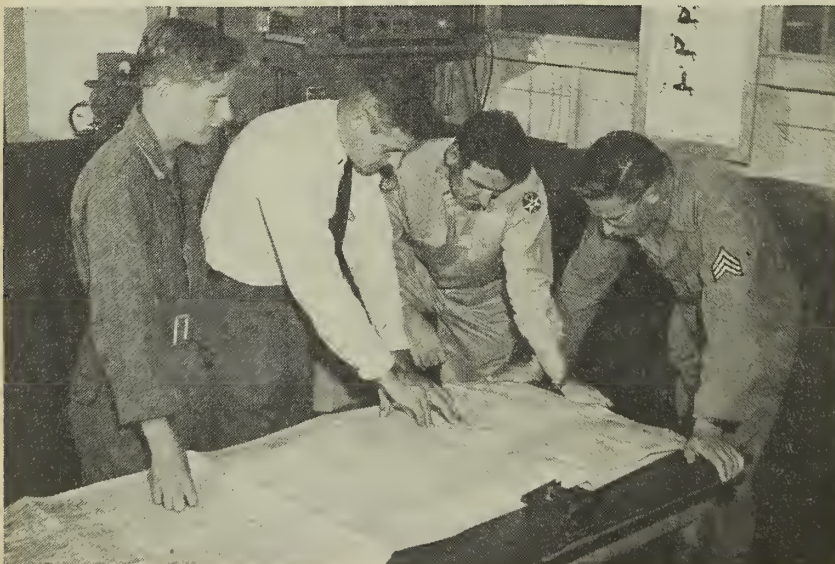
Facilities of the Fleet Training Center at Pearl Harbor are offered to members of all branches of the



PRACTICAL and theoretical approaches both are considered important at FTC. Above: Loran maintenance instruction. Below: RadSafe classroom study.



FACILITIES at the Fleet Training Center are available to all members of the U. S. armed forces (below), as well as area Reservists and qualified civilians.



U. S. armed forces. Also, naval reservists in the Hawaiian area as well as qualified civilians may attend. At one time within the past year, the center's course on plane identification had more Air Force personnel than Navy in attendance. Even Philippine Scouts have used the activity's classrooms.

All training aids and facilities in the Hawaiian area have been coordinated into two groups by the Fleet Training Center. The main area trains personnel in all phases of instruction offered by the center, except fire fighting and radiological defense. Those two courses are conducted at the fire fighting school on the Aiea waterfront.

One of the newer of the Navy's training programs — the radiological defense course — is included in the Fleet Training Center's program. This offers the student a concentrated five-day training period in monitoring and decontamination in atomic warfare. In the monitoring phase the students, using Geiger counters and ionization chambers, learn to measure radioactivity. This they do by locating hidden radioactive buttons on a decommissioned LCI at Pearl Harbor. The decontamination phase shows how to remove radioactive particles from man and ship alike.

The Fleet Training Center boasts a monthly average of more than 2,500 man-days of training. In eight months of 1949 it trained a total of 388 officers and 1,213 enlisted men in the ASW phase alone. Yet the training center is always on the lookout for more students. Its CO is always happy to discuss any training problem with any ship's skipper.

FTC places great emphases on audio-visual education in all courses. The Center uses motion pictures, strip films, transcriptions, bread-board demonstration circuits, wooden mock-ups and a flash chart, in addition to many standard training aids. The Center invites the student to participate as much as possible, personally, in all its instruction.

These are just a few of the courses offered by the Navy's Fleet Training Center at Pearl Harbor. Another is the Center's course in electronics maintenance — the only one the Navy has outside the U. S. continental limits. All in all, FTC Pearl Harbor is well up among the things it takes to make the Navy a winner. — John R. Samuelson, JO1, USN.

Watch On The Rhine

A GERMAN torpedo retriever vessel glides down the Rhine River in the shadow of Schloss Rheinfels. German, that is, in build only. From her flag staff Old Glory flaps in the face of a bitter winter wind, and whitehatted U. S. Navy men handle her lines.

The retriever is a unit of the Rhine River Patrol of the United States Navy, operating out of Schierstein, Germany, a little Hessen village that has become the Norfolk of the Rhine.

Set up in February 1949, to aid in supporting German economy and to assist in navigation of the busy water highway of international commerce, the U. S. Navy unit has assigned 88 officers and enlisted men, manning four LCTs and 11 former German torpedo retrievers.

Operating under the control of Commander of U. S. Naval Forces, Germany, Rear Admiral John Wilkes, usn, the men have established a completely self sustaining base at their headquarters in Schierstein, 200 miles inland near the juncture of the Rhine and Main Rivers.

Gun, machine, electrical, battery, carpentry, radio, and paint shops hum to the activity of the men who maintain the craft of the river patrol.

Barracks for the men is a term loosely applied to a former luxury resort hotel where they have everything but breakfast in bed. Nearby Wiesbaden, European headquarters for the U. S. Air Force, offers more than ample recreational facilities, and a comprehensive leave policy established for the men of the patrol by their Commanding Officer, Commander Robert E. Paige, usn, enables them to visit France, England, Scotland, Ireland, Switzerland, Austria, Italy and other tourist Meccas.

The patrol of the Rhine itself presents a constantly changing panorama of interest to the "water policemen." They pass centuries-old cities such as Eltville — where Gutenberg set up his press in 1465. Beautiful terraced hillsides, dating to the Eighth Century can be seen. Castles and fortresses, famed the world over and dating to the Dark Ages, line the waterway beat and offer the sailors on patrol prime photo subjects.

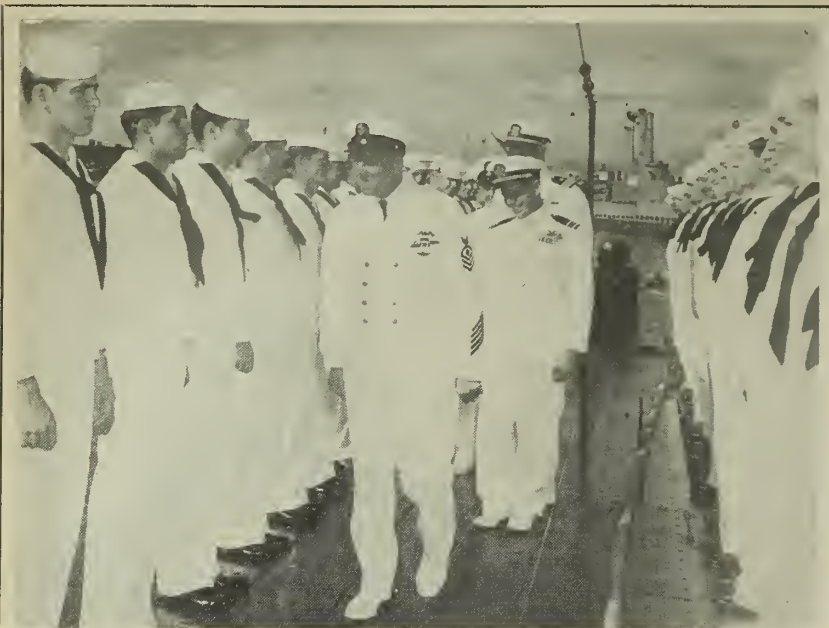
The Navy outfit is by no means a prima donna one. Close cooperation



OLD GLORY snapping in the winter wind, former German torpedo retriever now manned by U. S. Navy white hats, patrols commerce on Rhine River.



BLUEJACKETS stand by their craft near the unit's headquarters in Schierstein, Germany. These are the water policemen of the Rhine River Patrol.



SPOTLESS crew of the submarine USS *Tiru* is reviewed by Carl T. Schmelter, EMC, during ceremonies marking the chief's transfer to Fleet Reserve.

Salty Submariner Joins the Fleet Reserve

Dressed in spotless whites, the crew of the submarine USS *Tiru* (SS 416) stood in two straight rows on the deck of their ship. Down between the lines came the inspecting party — with a chief electrician's mate in the lead.

Not long thereafter, the same CPO walked solemnly across the gangway to leave the ship, saluted meanwhile by eight CPO sideboys and accompanied by the shrill notes of a boatswain's pipe. What was it all about? It was about a chief being transferred to the Fleet Reserve and being given a fitting send-off.

Such scenes aren't so uncommon these days, but this one involved a very uncommon chief. Carl T. Schmelter is his name, and he'll tell you that 21 years aren't such an awfully long time after all.

Schmelter first enlisted in the Navy just about 21 years before the day he was piped over the side of the submarine *Tiru*. Three years later he got into submarines, and there he stayed for the duration of his naval career. During that career he gained a reputation throughout the submarine force as a top-notch electrician. At the outbreak of World War II, Schmelter was aboard USS *Sturgeon* (SS 187) in the Western Pacific area.

Schmelter's initiative and resourcefulness did much toward

keeping *Sturgeon* in shipshape condition throughout her war patrols. Part of this resourcefulness was shown in his knack for digging up useful equipment in junk yards and salvage dumps. He even came back with some necessary gear from a trip into one foreign navy yard.

One such hunting expedition resulted in a new set of controllers aboard *Sturgeon*. Somehow the push-button controls had been shuffled off to a remote warehouse in all the hurry and scurry of war. Schmelter found them under tons of old equipment which was to be scrapped. Before long they were installed on *Sturgeon*, replacing the sub's old drum-type controls.

A legend or two grew up around Schmelter — as they will, around Navymen who have spent a great deal of time in the Asiatic area. The principle one about this old China sailor concerns submarine batteries and Jap depth charges. The story is told that he would laugh with joy when enemy depth charges buffeted his sub. Schmelter is said to have held that the shaking-up was good for the batteries.

Schmelter rated 11 decorations and area ribbons by the time he transferred to the Fleet Reserve. Among these are the Presidential Unit Citation, and the Submarine Combat Insignia with nine stars.

with the Army is constantly maintained. During the maneuvers of Operation Harvest, the Navy's ships and men transported tanks, trucks, jeeps and infantry across the Rhine, and assisted in the blowing of the bridge at Hanau that marked one of the most realistic stages of the vast maneuver of the occupation forces.

The activity at Schierstein offers one of the finest examples of U. S. Armed Forces unification in successful operation. Working side by side with the Navy are teams of Army demolition experts who regularly make the patrols on the Rhine, manning the 50-caliber machine guns carried by the craft.

The "doggies" live with the "swabbies" in their Schierstein barracks, standing security watches with them — and exchanging the usual banter that goes with a normal status quo at a service base.

Although the Rhine patrol is one of the manifestations of the yoke of occupation, the Navy crews of the craft on the river are on the most friendly of terms with the crews of the barges and ships that ply the waterway.

German civilians are employed in the crew's messhall, and are entrusted with policing of barracks and grounds. German technicians work with the Navy machinists in the shops. — Kenneth Barnsdale, JO1, USN.

Milwaukee to Scrap Pile

After 26 years of cruising the oceans of the world, USS *Milwaukee* made her last trip — to a scrap pile.

The 7,000-ton warship has been sold to a commercial firm for \$148,000. She will be cut up for scrap metal.

Commissioned in 1923, *Milwaukee* was soon assigned to the Orient, where she remained most of the time up to 1939. After Pearl Harbor, *Milwaukee* was sent on patrol duty in the South Atlantic, where she captured one and caused another German blockade runner to be scuttled.

In March 1944, *Milwaukee* was one of a group of U. S. warships to be lend-leased to the Soviet Union, and became the first U. S. warship ever to enter the port of Murmansk. The Russians renamed her *Murmansk* and used her for patrol duty in the Arctic Ocean until returning the vessel to the United States in March 1949. *Milwaukee* was the first of the lend-lease vessels to be returned.



Club White Hat

NEWEST and one of the finest bluejacket's clubs in the Navy opened its doors to eager white hats at NAS San Diego. Commissioning ceremonies were held to an appropriate minimum so as not to interfere with the inaugural festivities.

A wide variety of refreshments, donated by local merchants, was served to all comers "on the house." Music was furnished by the ComAirPac band and its entertainingly vociferous hillbilly contingent.



HAT CHECK service is among many facilities available at club (clockwise from above left. High-powered pianist plays it 'pretty for the people.' Waves freshen up in ladies lounge prior to making grand entrance. The outdoor Australian patio, one of the most popular features, adds to the country club atmosphere.



Quantico Wins Third All-Navy Pigskin Title

In a tightly contested game, the outcome of which was undecided until the final seconds, the Quantico Marines nosed out Camp Pendleton 14-13 for their third consecutive All-Navy Football Championship.

More than 15,000 fans who braved threatening weather to witness the contest in the Los Angeles Coliseum on 17 Dec, saw the east coast leather-necks come from behind in the second half and then hold off the stubborn west coast aggregation. With 18 seconds remaining in the final period and the score 14-13, Pendleton quarterback Robert J. "Bob" Hodal attempted a potential game-winning field goal from the 7-yard line, but the ball sailed wide and with it went the west coast's chance of taking the title.

Quantico missed two early scoring opportunities when "touchdown" passes were dropped within the 10-yard line. Following exchange of several punts, the Pacific Coast champs worked the ball down to the easterners' 13-yard line as the first quarter ended.

At 2:05 of the second quarter Joseph S. "Joe" Bartos, former Naval Academy star, took a handoff and plunged over from the 2 to put Pendleton in front 6-0. Hodal's try for the extra point was wide.

Although there was no further



IMPORTANT yardage is picked up by Pendleton's Charles Henry in final moments of All-Navy championship. Quantico eked out a 14-13 triumph.

scoring in the first half, both teams threatened. Pendleton's Bartos threw an incomplete pass to Robert "Bob" Carson in the end zone half-way through the period to end a west-coast drive. Quantico's scoring opportunity came when they drove down to the 10-yard line, only to be turned back in four attempts at hitting pay dirt.

On the first play of the second half, Paul D. DiCorpo of Pendleton fumbled and Briston A. Steele of Quantico pounced on the pigskin on the 9. Nine plays later Rudy Flores shot a jump-pass to Bernard A. Kaasmann to tie the score. William H. "Bill" Eysenbach kicked the extra point. Quantico still led 7-6 as the third period ended.

The final period began with Quantico on Pendleton's 24-yard line. Two plays later Ben A. Moore, Jr., crashed through to the 3, but the threat was turned back when Vern G. Sampson intercepted Roy K. Russell's pass and returned it to the 8. The west-coast's possession of the ball was short lived, however, as three plays later Bartos fumbled, Quantico recovering on the 16.

Kenneth A. Bott went through center to the 12 and the lights were turned on to combat the descending darkness. The ball was taken down to the 3 by John M. Merricks and to the 1 by George Greco. On the next

scrimmage Greco sliced over to put the defending champions in front 13-6. Eysenbach then kicked what proved to be the winning point.

With about four minutes remaining in the contest, Pendleton began its desperation drive as Boyce L. Ford blocked Calhoun J. Killeen's punt and the Pacific champs took over on the 16. Five plays later Hodal cracked over for a Pendleton touch-



LOVELY Virginia Mayo, Queen of the All-Navy football game, waves to crowd on entering the stadium.



PIGSKIN packin' padre, LTJG 'Bud' Chase, end for NOB Guam, may be Navy's only football playing chaplain.

down. On a fake placement, Houdal passed to Lloyd Rude for the extra point.

Pendleton wasn't through! With less than three minutes to play Quantico punted from their own 2 and Volney R. Quinlan, Jr., returned the ball to the 20. Pendleton was given a break when pass interference was called, taking the pigskin down to the 12 with one minute to play. In the next two plays the men from Ocean-side gained 5 yards.

With the second-hand rapidly nearing the 60-minute mark, co-captain Bartos called for the ill-fated field goal attempt.

Following the game Major "Hal" Harwood, USMC, accepted the Secretary of the Navy All-Navy Football Championship Trophy from Vice Admiral George Murray, USN, Commander Western Sea Frontier. — LTJG Robert S. Jones, USNR.

Navy Wins Boxing Tourneys

With the Navy's boxers working up a full head of steam, other services came out second best in two widely separated local ring tournaments at New York and Coco Solo, C. Z.

In New York the Navy's gentlemen of the ring beat out (and up) both the Air Force and Army representatives. In Coco Solo, the Army suffered alone.

The scores:

At the Northeastern Interservice Boxing Championship in New York — Navy 19, Air Force 15, Army 11.

At the Canal Zone Annual Interservice Boxing tournament in Coco Solo — Navy 7, Army 2.

Cagey, hard-swinging sailors waded through prelims to find places in all but two of the eight final bouts at New York, and when the evening was over the Navy was the winner in two championship matches, losing another three by decisions.

Dodson "King" Oliver, TN, USN, light heavyweight attached to the Naval Supply Corps School in Bayonne, N. J., and Albert Anderson, TN, USN, welterweight from NAS Quonset Point, R. I., were the Navy's two champs, extending their winning ways by means of clever fisticuffs and superb conditioning.

At Coco Solo, stung by predictions that readily chose them to lose, the Navy swept all but two titles in the evening's work, one of them so close as to be awarded on a split decision.

Champions in their weight were:



IMPRESSIVE collection of hardware was captured by the NAS Grosse Ile pistol team. (L to R) Root, Forman, Burnie, Boydell, Curtiss and Sawicki.

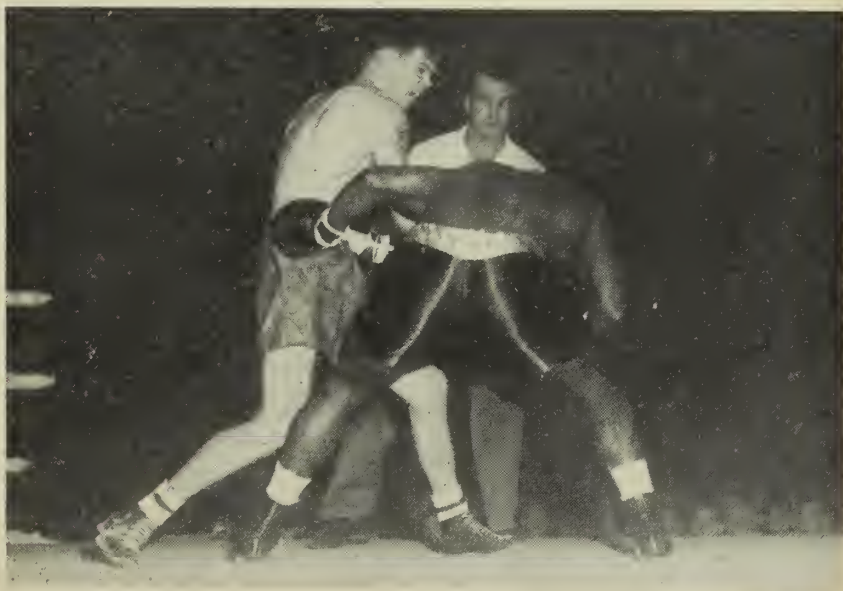
Linwood "Bull" Owens, TN2, USN, heavyweight; Freddie "Torpedo" Townsend, TN, USN, light heavyweight; Cornelius "Bear Cat" Toomer, TN, USN, middleweight; Fred Heini, AL3, USN, welterweight; "Tough" Charles Smith, SN, USN, lightweight; Thomas "The Swede" Rundell, SN, USN, bantamweight; and Richard "Nick" Nickish, SA, USN, junior bantamweight.

By rate, the honors go to the steward branch. TNs, rated or non-rated, won five of the nine bouts for the Navy.

Vicky Gets Shore Duty

After seven years of continuous sea duty, Vicky, the famous Navy mascot, is being transferred to Washington, D. C., for a tour of shore duty.

Widely-known because of his friendship with the late President Roosevelt — with whom he shared a cabin when the President crossed the Atlantic in USS *Iowa* (BB 61) for the Teheran Conference — the small cocker-collie has probably served at sea longer than any other Navy mascot. His last sea assignment was on the Staff of Commander Destroyer



WILD RIGHT thrown by the Army's J. Varone whistles over the head of 'Bear Cat' Toomer. Navy's Toomer, middleweight, handed Varone terrific pasting.

SIDELINE STRATEGY

It looks as though NTC Great Lakes may make a strong bid for several of the mat crowns at the 1950 All-Navy wrestling competition. Reports from that area indicate some good talent is being massed. The Great Lakers have a tough schedule during which they tangle with eight midwestern colleges. Mac Durbin, QM1, USN, coach of the squad, grappled his way to the All-Navy finals last season.

Something new in service sports has sprung up on the West Coast. A seven-team basketball loop of Navy, Army, Marine Corps and Air Force personnel is competing in a seven-week round robin tournament in the San Francisco area. While formation of an armed forces sports league is not news, the players are. All the participating teams are composed of Waves, Wacs, Wafs and women Marines.

For the second successive year the year-long battle between activities of the 11th Naval District for the Commandant's Trophy for athletic excellency ended in the same manner. After all the participants in the rugged sports such as boxing and football had fought to practically a deadlock, the winner was determined by the table tennis tournament.

The U. S. Naval Station, San

Diego, Calif., is wasting no time getting the ball rolling for baseball this season. They are forming a combined team, drawing players from the Naval Station, Receiving Station, Pacific Reserve Fleet, Fleet Training Center and Fleet Gunnery and Torpedo School. They make no bones about the fact they intend to go slugging for All-Navy honors.

With Navy officials still seeking to improve the rules governing All-Navy sports contests, it appears that some further changes in the rules may take place soon. One of the proposed changes currently under discussion is whether a reduction should be made in the number of officers allowed to participate in the team sports — football, baseball, softball and basketball.

A questionnaire was sent out to dozens of Navy and Marine Corps commands, querying them on what limitations they would prefer in this respect. A vast majority of these commands indicate they would like the number of officers playing on a team reduced below the present 50 per cent. Many suggest limiting officer participation to three officers for football, two for baseball and softball, and one for basketball. Other commands favor a rule that would allow not more than one officer to play for a team at any time. — Earl Smith, JOC, USN, ALL HANDS Sports Editor.



Division 32. He was assigned to USS *Rupertus* (DD 851), and was one of the last Navy personnel to leave Tsingtao, China.

A red-blooded American canine, Vicky was born on the Fourth of July, 1942. He enlisted and accompanied Vice Admiral (then Captain) John L. McCrea, USN, when the latter reported as the first CO of the battleship *Iowa*.

Vicky's eligibility date for transfer to the Fleet Reserve is a matter to furrow legal brows. Computed by the thumb rule that a dog's year is the equivalent of seven years of human life, Vicky will be completing some 49 years of sea duty.

Vicky's service record shows him to be entitled to nine battle stars on his Asiatic-Pacific campaign ribbon, the Philippine Liberation ribbon and the American and European-African ribbon. Somehow Vicky failed to earn the Good Conduct Medal.

All-Navy Sports Calendar

Here's the dope on future All-Navy championship events.

Bowling
13-15 Feb 1950
(telegraphic matches)



Basketball
Week of 12 Mar 1950
Norfolk, Va.



Wrestling
Week of 26 Mar 1950
RecSta, Wash., D. C.



Boxing
Week of 14 May 1950
NTC San Diego, Cal.



Tennis
Week of 16 July 1950
USNA, Annapolis, Md.



Golf
Week of 6 Aug 1950
NAS Glenview, Ill.



Swimming
Week of 20 Aug 1950
NAS Memphis, Tenn.



Softball
Week of 10 Sept 1950
Treasure Island, Calif.



Baseball
Week of 17 Sept 1950
Pensacola, Fla.



Football
Saturday, 16 Dec 1950
Washington, D. C.



New Islands



IF YOUR SHIPS should steam southwestward from Hawaii for some 3,700 miles and pass near tiny Matthew island, you might see a sight which few have been privileged to view — the creation of a new island.

There, volcanic action is reported to have built up a bouncing baby island in just the past few months, where no island was before. Already it is said to equal nearby Matthew Island's area and to be as tall as Matthew Island's highest point—465 feet. At another point in the same general area, a restless, gurgling shoal has built itself into a good-sized peak within the past year.

A volcanic creation in the middle of the sea is a sight worth looking at, all right. But like almost everything else, such a thing *has* been seen before by a few members of the U. S. Navy. For instance, there's Urania — one of the most famous of the quickie islands — and the cruiser *Chicago*.

Urania was discovered 250 miles south of Tokyo in February 1946. Within a short time it had built up from a submerged shoal to two cones rising 50 feet from the ocean. People who observed it expected it to become a second Iwo Jima. The heavy cruiser *uss Chicago* (CA 136) came by to take a look at the new-born islet, and reported the position to the Navy's Hydrographic Office in Washington. By the following February, Urania was gone. Wind and waves had eaten away the soft, spongy mounds of ashy stone, and nothing was left but white breakers, again washing over a submerged shoal.

A couple of years earlier, the crew of *uss Gold Star* (AG 12) viewed an exciting sight 200 miles to the southward of Urania — within sight of Iwo Jima. It began with a white cloud which rested on the horizon and rose to a height several times that of Iwo Jima's 2,348 feet. As the ship ap-

proached the cloud, observers found it to consist of steam rising from the water. A circle of the sea's surface a half a mile in diameter was agitated, and warmer than the rest of the water.

Throughout the afternoon the cloud billowed into the air, diminishing at times and then growing larger than ever. It was largest just before darkness set in, and was then seen no more. But for a long time the ship steamed through quantities of "floating rocks" — chunks of porous volcanic residue. Some of these were only the size of a pebble and some were a foot or more in diameter.

Another "here today, gone tomorrow" island is Fonua'ou, or Falcon Island, some distance southwest of Samoa. Perhaps it should be called a "here yesterday, gone today" island, for at last reports its highest point was nine fathoms under water. It will probably be back in a year or two, though. This isn't the first time it has withdrawn for awhile; not by any means.

In 1877 smoke was seen issuing from the sea at the spot later occupied by Falcon Island. That was its first sign of life, as far as records show.

In 1889 there was an island there — one big enough to be surveyed by the British surveying vessel *Egeria*.

Five years later there wasn't any island there — just a low streak of black rock, awash in the waves.

When the locality was visited in 1913 and 1921, there was nothing to be seen of Falcon Island but breakers and discolored water.

In 1927 the island was nearly a mile across. Steam and smoke were coming out of its pores.

A year later it was reported to be two miles long, 600 feet tall and



erupting to beat anything you ever saw.

In 1936 it was back down to 200 feet and much less emotional. An underwater volcano near its southeast corner was popping off every 15 minutes, however.

Two years later the island had shrunk to a mile and a half in length and 30 feet in height. All was quiet on the firing line.

Today Falcon Island lies more than 50 feet beneath the surface of the sea, maybe resting up for a new attempt to amount to something in the world. Not long ago a New Zealand naval frigate reported an underwater disturbance and a strong sulphuric smell 100 miles north of Falcon Island's erupting grounds, but nothing new from Falcon Island itself.

Such things are fairly common in the western Pacific volcanic area known as "the ring of fire." And they don't always happen to, snorting heaps of uninhabited ashes. An island named Tunaki disappeared beneath the waves in 1836 with some 13,000 people aboard. The island of Krakatau—or Krakatoa—exploded in 1883 and set up ocean waves that drowned thousands of coastal dwellers, some of whom lived hundreds of miles away. The smoke and ashes that the eruption poured into the air drifted clear around the world. They cooled the weather and gave vivid colors to sunsets for several years afterward.

Yes, if you're ever passing within sight of these spots where mother earth's growing pains show through, better lay down your course book for a minute and take a look. It's sometimes quite a sight.



Columbus Discovers The



LIBERTY BOAT bearing sailors from USS *Columbus* comes ashore at Malta (top left). Above: Hoist operation at Oslo, Norway.

THE log of the heavy cruiser *uss Columbus* (CA 74) reads like a career diplomat's journal. Since arriving in Europe in September 1948, *Columbus* has dropped her hook in the ports of 14 countries around the great curve of Europe and along the coast of North Africa. Wherever she has visited she has made friends.

In Spain, a somewhat bewildered officer of the deck had his hand pumped by a smiling Spanish ensign who wished to express his gratitude for the fact that the United States had seen fit to name a cruiser after his many-times-great grandfather. The ensign's name, it seems, was Cristofer Columbus, a direct descendant of the famous discoverer. Quite reasonably, he had never heard of Columbus, Ohio, (which *was* named after the seafarer) or the Navy's policy of naming cruisers after cities.

It is an unusual month when *Columbus* doesn't play host to at least one king or head of state. More important, the name and spirit of the cruiser have fired the imaginations of the ordinary Joes and Janes in these countries who haven't heard of Columbus, Ohio, either.

Crew members of *Columbus* are acquiring the slightly aloof and blase attitude that marks the internationalist and world traveler. They've played cricket in England and North Africa, ridden gondolas in Venice, gone swimming in Norwegian fiords. They all converse easily of the Riviera, Copenhagen, London and Athens. Best of all, there is no doubt but that they have really met the people. About 50 of *Columbus*' crew are bringing back brides.



Old World

KING PAUL of the Hellenes inspects Marine honor guard at Phaleron Bay, Greece (clockwise from top center). English equivalent of the Waves visit aboard *Columbus* at Plymouth. Sea cadets inspect 40-mm. at Torquay, Eng. *Columbus* tour group gondolas on the Main Canal, Venice. Old-time Danish bark puts into Copenhagen.



Here Are Your Top Defense Officials

NAVAL personnel have been told that they should accord proper recognition to all top civilian chiefs of the Department of Defense.

Admiral Forrest P. Sherman, usn, Chief of Naval Operations, has directed all commanding officers to indoctrinate bluejackets in the courtesies due to civilian government officials as well as to top Naval officers in uniform.

To help you recognize these top civilian officials in your Department of Defense, ALL HANDS herewith publishes a picture of each service secretary along with a thumbnail outline of his duties and responsibilities.

If you should pass one of these men on the street — remember: He rates a salute just as much as the CNO, your force commander or the skipper of your ship. Give it to him.

Department of Defense

Secretary of Defense — Louis A. Johnson is the principal assistant to the President of the U. S. in all matters relating to the Department of Defense and is a member of the President's Cabinet. SecDefense has direction, authority and control over the Department of Defense including the Army, Navy and Air Force as well as the Munitions Board, Research and Development Board, Armed Forces Policy Council and the Joint Chiefs of Staff. He exercises strategic direction of all the armed services. It



Mr. Johnson



Mr. Matthews



Mr. Gray



Mr. Symington

is his job to see that they form an integrated team of land, sea and air forces capable of thwarting any aggressor.

Deputy Secretary of Defense — Stephen T. Early is the No. 2 man in the Department of Defense. He acts as SecDefense in the absence of Mr. Johnson. He is also responsible for other jobs assigned to him by SecDefense.

Assistant Secretary of Defense (Administration and Public Affairs) — Paul H. Griffith, who holds this position, develops policies toward such groups as public service organizations, labor unions and veterans organizations. He often appears in public to make speeches as the representative of SecDefense. He serves also as adviser to SecDefense on the coordination of plans and programs of the military departments with other government agencies.

Assistant Secretary of Defense (Legal and Legislative Affairs) — Marx Leva is the chief representative of the Department of Defense before Congress. It is his job to coordinate and review the laws proposed to Congress by the armed services and to the armed services by members of Congress. He must appear often before committees to explain or interpret proposed laws. Mr. Leva acts also as legal adviser for SecDefense.

Assistant Secretary of Defense

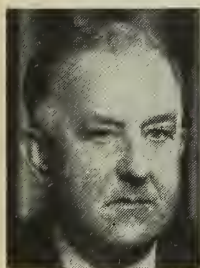
(Controller) — Wilfred J. McNeil has a big job to do, supervising the spending and collection of funds used by the Department of Defense to provide military security for the nation. He prepares budgets, works out accounting procedures, checks over the books and creates uniform fiscal procedures for the armed services.

Department of the Navy

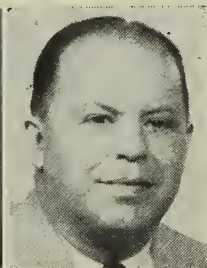
Secretary of the Navy — Francis P. Matthews is responsible to the Secretary of Defense and the President for the supervision of all naval matters and for the Navy's relations with the public. SecNav is responsible also for the morale and welfare of the naval service. He has immediate supervision of the General Board of the Navy and of the Office of Public Relations.

Undersecretary of the Navy — Dan A. Kimball must insure the sound business administration of the Navy. It is Mr. Kimball's job also to handle most legislative and legal matters, to coordinate and plan the research and development of new weapons and to administer civilian and naval personnel matters. He acts for SecNav when Mr. Matthews is absent from the Department.

Assistant Secretary of the Navy — John T. Koehler is responsible for the procurement, production and disposition of material and facilities for the Navy. He must determine, with the Chief of Naval Operations, the Navy's



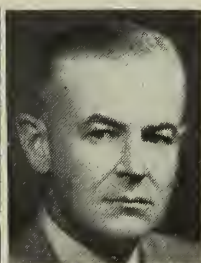
Mr. Early



Mr. Griffith



Mr. Leva



Mr. McNeil



Mr. Kimball



Mr. Koehler



Mr. Floberg



Mr. Voorhees

stock levels and replenishment requirements. Like the Assistant Secretary of the Army, he is in constant contact with the nation's industries. The Trust Territories in the Pacific are his concern also.

Assistant Secretary of the Navy for Air — John F. Floberg supervises naval aviation and coordinates naval air planning with plans of the Air Force and other government agencies. His job includes also the supervision of money affairs of the Navy including the preparation of the annual budget.

Department of the Army

Secretary of the Army — Gordon Gray is the head of the Department of the Army and the Army, which together comprise the Army Establishment. He administers the Department, under the direction of the Secretary of Defense, and represents the President, through the Secretary of Defense, as constitutional Commander-in-Chief of the Army. He has authority over all the military and business affairs of the Army Establishment, including the formulation and execution of the Army's program for the creation, maintenance and support of military forces.

Under Secretary of the Army — Tracy S. Voorhees acts as principal assistant to the Secretary on politico-military matters. He is responsible for the development of broad policy dealing with Army responsibilities for occupied areas and for the coordination of politico-military matters with

the other Government agencies. He also acts for the Secretary of the Army in matters affecting the Army Medical Department, and is the Deputy of the Secretary of Defense for policy matters affecting the occupied areas.

Assistant Secretary of the Army — Archibald S. Alexander has the job of obtaining for the Army the best types of weapons and material. He heads the Army research and development program for new weapons and studies methods of mobilizing defense industries in time of emergency. He is responsible as well for the acquiring and disposing of land used for Army bases.

Department of the Air Force

Secretary of the Air Force — W. Stuart Symington is responsible for the readiness of the U. S. Air Force to meet any attack against this country from the air, to gain and maintain air supremacy in the event of war, to defeat enemy air forces and to attack the enemy through strategic air warfare. He must coordinate tactical use of air power with the Army and Navy to insure teamwork in defense.

Undersecretary of the Air Force — Arthur S. Barrows, who acts for Sec-Air when he is absent. He is responsible for the procurement and production of military aircraft and material, for the policy of the Air Force toward industry as well as industrial mobilization. He is also in charge of acquiring and disposing of property for use by the Air Force, as well as Air Force policy relating to research and development.

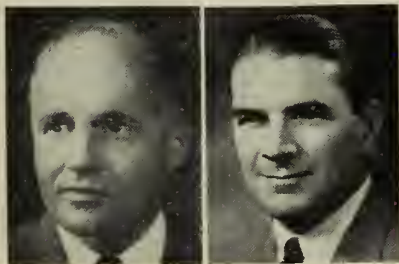
Assistant Secretary of the Air Force (Management) — Eugene M. Zuckert is responsible for the business administration of the Air Force including all civilian personnel employed by the Service. He is also responsible for organizational planning, mobilization and the budget of the department.

Assistant Secretary of the Air Force (Civil and Military — Diplomatic) — Harold C. Stuart is responsible for Air Force policy concerning the role of air power as an instrument of national policy. He must coordinate civil and military air matters with other services and government agencies' air matters involving other countries, the United States Air Force Reserve, the Air National Guard, the Air Reserve Officers Training Corps and Air Force participation in the Civil Air Patrol.



Mr. Alexander

Mr. Barrows



Mr. Zuckert

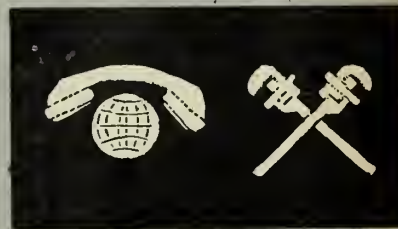
Mr. Stuart

QUIZ AWEIGH

A little knowledge is a dangerous thing. So, to be on the safe side, sailor, add to what you already have. These quizzes can help.



1. Officially called "Rescuer" but better known as the "Flying Banana" or "Sogging Sausage," this helicopter's designation is (a) H4P-1 (b) HRP-1 (c) XHRS-1.
2. Other than rescue work it is used for (a) troop transport (b) wire laying (c) courier service.



3. Personnel wearing the specialty mark on the left are (a) telephone repairmen (b) telemen (c) I.C. electricians.
4. Men wearing device at right on their rating badges are (a) pipe fitters (b) utilities men (c) plumber's mates.



5. Cranes aft should help you to identify this ship as (a) ARV (b) ARS (D) (c) AV.
6. Approximate tonnage of ships of this class is (a) 12,000 (b) 9,000 (c) 8,000.

ANSWERS TO QUIZ ON PAGE 53



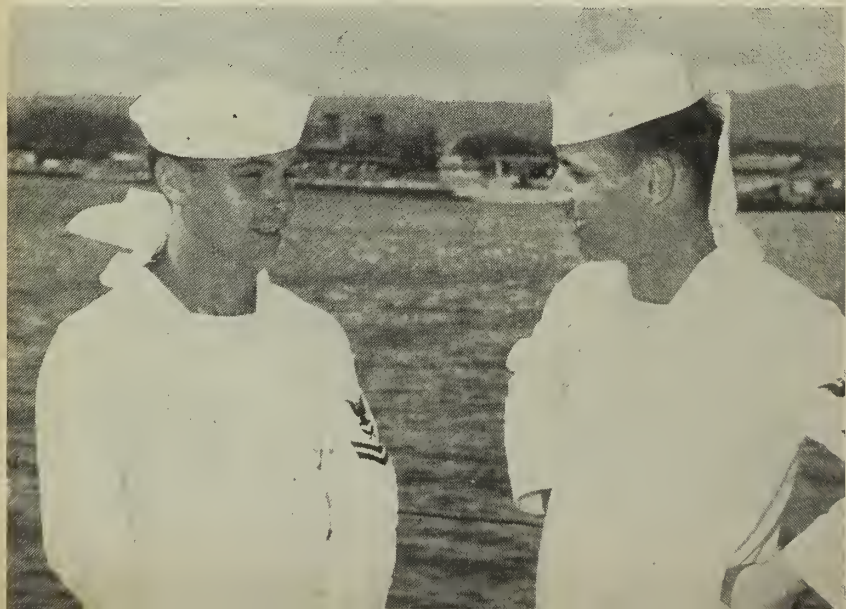
KNOTTY problem is discussed by Jay and Roger Fitch and their salty dad, Neil R. Fitch. All are Reservists (above).



MASCOT Robert O. Donis, II, hears tales about the Seabees from his dad, an Oregon Reservist (above).



PROUD POP Edward Jucksch stands by as son, William, is sworn in as a Reservist. Below: Jerry and Dick Bergman were reunited during NR cruise.



FAMILY AFFAIR—R. Q. Cutter joins his father, brother, uncle and 3 others of the

The Naval Reserve Is a Family Affair

LIKE father, like son."

Add to this saying another one from Gilbert and Sullivan — "and their sisters and their cousins, and their uncles and their aunts" — and you have a fairly good picture of the Naval Reserve "family."

For today the whole family can — and often does — join the Naval Reserve, which is one of the reasons why the Navy's civilian counterpart now numbers more than a million men and women.

The Mouton family, of Lafayette, La., is a case in point. In one Organized Reserve unit in that city, Surface Division 8-24, there are a dozen members named Mouton — probably more by now.

The recruiting spark plug of the Lafayette Naval Reserve is Chief Carpenter's Mate Dudley J. Mouton, one of five Navy brothers. After serving in a ship repair unit during World War II, Chief Mouton returned to civilian life with the Navy still in his bones.

He was one of the persons chiefly responsible for bringing an Organized Naval Reserve unit to his city.

Not satisfied with helping to organize the surface division, Chief Mouton and his brothers began fur-

nishing the manpower for it, too. Mouton's three sons, James, John and Dudley, Jr., are enrolled, along with their cousins and uncles.

Asked if there are any more prospective Reservists named Mouton, the chief remarks that he has a daughter, age 13, and another son, age 10. "There's a good possibility that our name will always be on the division's muster list," he adds.

It's the same with the Cutter family.

The total service of the seven Cutters now in the naval service adds up to 86 years. They include young Robert Q. Cutter, the newest recruit, who enrolled in the Naval Air Reserve at Oakland, Calif. Then there's his father, Chief Yeoman R. C. Cutter, USNR, one brother at NAS Oakland, a cousin at San Diego, Calif., another cousin at the U. S. Naval Academy, and two uncles — a chief quartermaster and a medical officer.

The Reserve boasts of a quintet of Navy brothers enrolled in a single unit, several brother quartets, hundreds of twins, father-and-son combinations, husbands and wives, and at least one entire family unit.

The Morgan brothers are believed to be the first brother quintet to join

the naval service at the same time since the famous Sullivans. Enrolling in the Organized Reserve in Jacksonville, Fla., the quintet includes a set of twins and four of the five are war veterans. They are J. W. Morgan Jr., Charles, Paul, Ralph and Roy.

Not quite so rare are the quartets. For example there are the Groce brothers — Robert, Nelson, Richard and John, of Mifflintown, Pa. Each of them saw war service in the Navy, and decided to keep up with the service through the Naval Reserve.

The four Spinks are another family quartet, also Navy veterans. When they joined Division 8-18, in Little Rock, Ark., they were united for the first time in the same unit of the service.

The four brothers earned 18 battle stars for naval actions from Iceland to China, serving in a variety of different duties, including destroyers, submarines, amphibious vessels, demolition units and at Navy advanced bases.

The Mayne clan lays claim to being the first complete family unit enrolled in the Reserve.

Willis O. Mayne, a private pilot, enrolled in an aviation volunteer unit of the Reserve at Kellogg Field, near



Cutter clan in Naval Reserve. Service of the Cutter family totals nearly 100 years.



SPARK PLUG of the Lafayette, La. Reserve Unit, Dudley Mouton lectures his sons on navigation lights. There are a dozen Moutons in the chief's unit.



RESERVE WAVE Mrs. Victoria Anderson—who signed up day before, helps husband, Richard, fill out papers (left). Right: W. P. Wright, SR, attends 'boot party' with date, mother and father RADM W. D. Wright, USN (retired).

Battle Creek, Mich., at the suggestion of a neighbor who was commander of the unit.

His enthusiasm encouraged his wife to do likewise, and she enrolled as a seaman recruit in Surface Division 9-73. Not to be outdone, their daughter Dolores also enlisted, making the Maynes not the largest but the completest family unit in the Reserve—at least until we hear otherwise.

The natural tendency to follow in his father's footsteps prompts many a son to make the naval service a career. This is especially true when

that career represents a high achievement.

Seaman Recruit W. P. Wright, USNR, has a long way to go before he catches up with his dad, W. D. Wright—a rear admiral, now retired.

One of the longest single careers in the Naval Reserve is that of Captain John T. Tuthill, Jr., of Patchogue, N. Y., who has spent more than a third of a century as a Reservist. His son, who enlisted in the Reserve as early as possible, on his 17th birthday, was sworn in by the father.

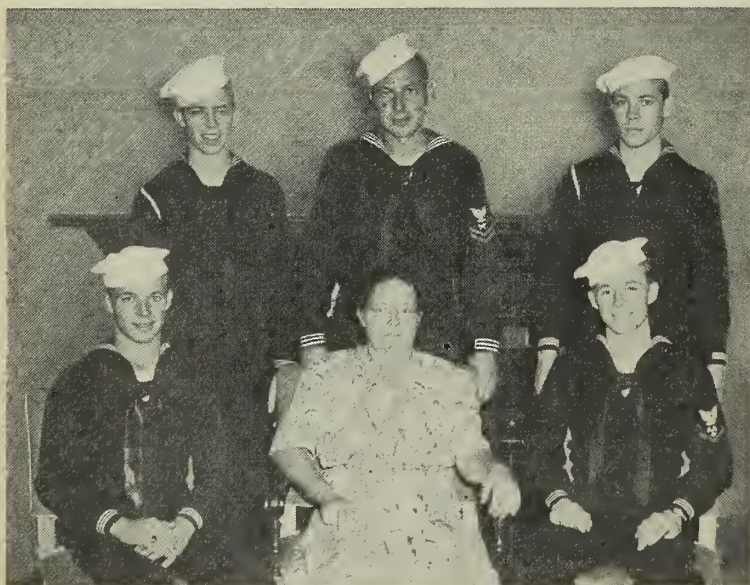
Like his son, Captain Tuthill

started his career as an enlisted man, in 1917. A veteran of both World Wars, he has also instructed members of Naval Reserve as an NROTC professor of Naval Science and Tactics at the University of Minnesota.

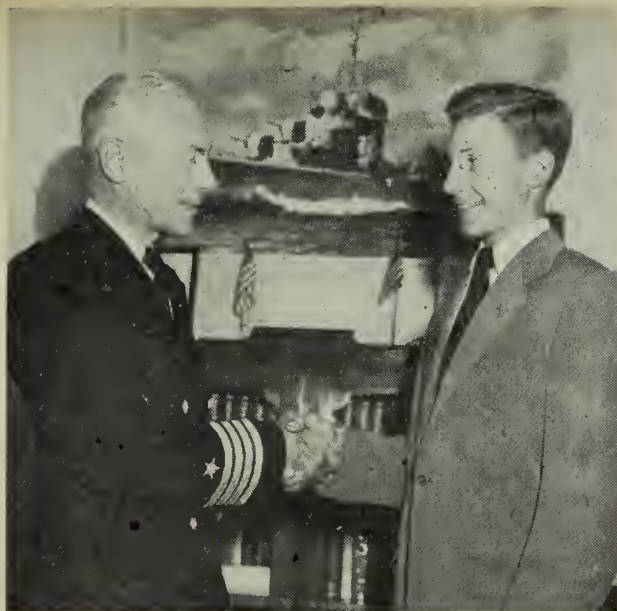
Also rounding out a third of a century in uniform is a one-man unification team, Jesse Hasty, a model for his three sons.

A man who likes variety, Hasty has tried on about every type of uniform the country has to offer.

In 1918 he was in the front lines as an Army coast artilleryman. After



FIVE OF A KIND—Morgan brothers are first quintet to join Reserve at the same time since the Sullivans. Four of them are Navy veterans (left). Right: Wilbert and Walter Hurd, identical twins, attended NTS Newport last summer.



DAD, for 33 years a Reservist himself, congratulates his son, John T. Tuthill, SA, after swearing in ceremony (left). Right: Identical twins, Don and Dan Miller, combat air crewmen during war, have earned commissions in the Reserve.

that it was the U. S. Marines. Then a civilian stint — but still in uniform — as a policeman. He started and finished World War II with the Coast Guard.

But Hasty couldn't help wondering what he had missed as a bluejacket. So today he is master-at-arms with the Organized Reserve in the Potomac River Naval Command.

All three of his sons seem to be following in his footsteps. Two of them are already in the Naval Reserve, while the youngest, 12 years old, wears the uniform of his school patrol.

Another veteran of many uniforms is Chief Storekeeper Edward R. Jucksch, USNR, of Fresno, Calif. Beginning his service in the Army in 1918, he later was member of the National Guard for 11 years, and served with the Navy in World War II.

His son Bill has begun his career by choosing the Naval Reserve, being sworn in the day he became 17.

Probably the youngest member of the Reserve family is Robert O. Donis, three years old, a full-fledged (but unofficial) member of Organized Reserve Seabee Company 13-2, Portland, Ore.

The senior Donis is a chief pipe-fitter associated with the same unit. While his son must wait a few years before he can make his membership legal, he is serving, in minute-size uniform, as mascot for the outfit.

In Los Alamitos, Calif., several



QUARTET of Spinks, all Navy veterans, earned 18 battle stars. Below: Wife-husband Ethel and Arnold Hartman of Long Beach are sworn in Reserve.



months ago, an incident occurred which is becoming more common every day. An officer with a bible in his hand spoke to a young couple standing before him:

"I now pronounce you — yeoman third class and signalman third class." Not a marriage ceremony, it was the recruiting officer's welcome to Ethel and Arnold Hartman, a newly married couple enrolling in the Naval

Reserve. The Hartmans joined as rated personnel because they are veterans.

Also combining marriage and a naval career are Chief Yeoman and Mrs. Dean K. Prowse, of Portland, Ore., Chief Otto Bryant and wife, both Navy veterans, at Charleston, S. C., and Mr. and Mrs. Clifford W. Kay, at San Francisco. Also preferring not to stay home alone on drill nights,

Helen Kay Aries enlisted in the same units as her husband, Lieutenant (junior grade) Donald R. Aries, in Spokane, Wash.

A turnabout version of the usual husband-and-wife routine occurred in the case of Mrs. Victoria J. Anderson, a public playground director in San Francisco.

When she discovered that she could enlist in the Reserve without previous service, she signed up.

The following day she returned with her husband, a grocery manager, and he joined too! Both are training in Organized Reserve Battalion 12-8, Treasure Island, Calif.

Then there are Mr. and Mrs. Chamberlin of New Orleans, La., along with her two brothers and sister — the Millers — who decided that a good way to keep the family together, and to see one another more often, was to join the Reserve.

Identical Reserve twins Donald D. and Daniel D. Miller of Berkeley, California — no relation to the New Orleans Millers as far as we know! — have had identical careers in the naval service, advancing up the rating ladder at the same time and receiving their commissions as USNR ensigns on the same day.

The twins served as enlisted combat airmen during World War II, and qualified for commissions during participation as weekend warriors NAS Oakland, Calif. Even in civilian life they are following each other's shadows. Both are juniors in the Engineering School at the University of California.

Another set of Reserve twins, Wilbert and Walter Hurd, of Columbus, Ohio, had their instructors at the ROC school confused for some time at NTS Newport, R. I. last summer. The look-alikes are taking advantage of the Reserve Officer Candidate plan, which offers commissions to enlisted Reservists for special summer training during college vacations.

Among the 150,000 Reservists who participated in the annual training program last year were numerous dad-and-son combinations, George and Richard Caven, of Dearborn, Mich., Adelbert and Gerald Sixbey, of Detroit, Mich., and Otto and George Groeschel of San Diego, Calif.

Don't be surprised, when you join the Naval Reserve and attend your first drill session, to find Dad, or Uncle Joe and Aunt Sally there ahead of you, keeping up with the Navy on a part-time basis!



APPRECIATION of all Norway is expressed by Bishop of Trondheim for wreath laid on World War II Remembrance Memorial by crew of *Waldron*.

Busy Tin Cans Build Goodwill in Europe

Into three busy months the 500 officers and enlisted men of the destroyers *uss Borie* (DD704) and *uss Waldron* (DD 699) jam-packed one of the most interesting cruises that falls the lot of U. S. Navy "world travelers."

Attached to the Northern European Task Force of CincNELM, the two tin cans visited many of the countries of Northern Europe prior to joining the Sixth Task Fleet in the Mediterranean where they are now on duty.

Starting at their European home port of Plymouth, England, the ship's crews were soon making their appearances at London's traditional tourist Meccas . . . and London was but the beginning.

Before the two and a half month cruise was completed the ships had visited Liverpool and Bristol in England; Rothesay, Scotland; Londonderry, Northern Ireland; Stavan-ger, Trondheim, Narvik, Tromso and Bergen, Norway; Bremerhaven, Germany; and Lisbon, Portugal.

At Trondheim, the crew of *Waldron* subscribed for a wreath to be placed on the World War II Remembrance Memorial. On the occasion of the laying of the floral tribute to Norwegian dead, the officers and men taking part in the ceremony at the memorial received the thanks of the people of Norway from the Bishop of Trondheim.

Thousands of Europeans poured across the quarterdecks of *Borie* and *Waldron* at the ports on the cruise itinerary as the crews attempted in small part to return the hospitality of the citizens of Europe.

Liberal leave and liberty policies set up by the commanding officers of *Waldron* and *Borie* enabled the men to visit many of the inland capitals and other points of interest in the countries visited.

Borie and *Waldron* are now adding the countries of the Mediterranean world to their European Baedekers and are scheduled to return to the U. S. early in 1950. — Kenneth Barnsdale, JO1, USN.

LETTERS TO THE EDITOR

Your Sea Duty Counts

SIR: I put in more than three years of sea duty as a BM1. Approximately a year ago, after reporting aboard this station for shore duty, I was disrated to BM2. What I'd like to know is whether I have to requalify at sea again in order to advance in rate. Except for sea duty, my division officer considers me qualified for advancement in all respects.—J. H. B., BM2, USN.

• You won't have to requalify insofar as sea duty is concerned. — Ed.

Lost Precedence Stays Lost

SIR: Under H.R. 5238 (passed and approved as public law, according to ALL HANDS, Sept 1949 issue), adjustment of lineal position of certain officers is being made.

I know of a number of cases in which Reserve officers, following release to inactive duty in the Reserve after a tour of active duty, remained on inactive duty for a number of months and then transferred to active duty in the Regular Navy. These officers lost precedence to other Regular Navy officers by the number of months served in inactive Reserve status.

Does H.R. 5238 provide an adjustment for these ex-Reserve officers who are now in the Regular Navy? — C. F. B., LTJG, USN.

• H.R. 5238 (Public Law 210, 81st Congress) does not provide for the lineal adjustment of line officers, USN, who were formerly USNR and lost precedence as a result of going voluntarily from active to inactive duty prior to requesting transfer to the Regular Navy. — Ed.

Counting Reserve Time

SIR: In 1935 I enlisted for four years in the Organized Naval Reserve. During this period I attended drills once weekly and made the annual two-week cruises. I served on active duty as a Reservist from 1939 until 1945, when I transferred to the Regular Navy.

Does the time I served in the Organized Reserve (1935-39) count on 20-year retirement or what? Does it count for pay purposes? — W. H. D., SN, USN.

• There is no 20-year retirement for USN enlisted personnel. Previous time served in the Organized Reserve does count for pay purposes, but not for transfer to the Fleet Reserve after 19 and one-half years of active Federal service. It does count toward 30-year retirement. — Ed.

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letters to: Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

About Early Discharges

SIR: All of my off duty time has been given to Marine Corps Institute studies, college level. I wish to know if it is possible to receive a "better education" discharge to enter college. — R. K., USN.

• No. The joint policy agreed upon between the armed forces excludes early discharges for the purpose of attending school or for other reasons of personal convenience. — Ed.

Settling an Argument

SIR: Would you please settle an argument? Could you tell us the date on which VP-23 was redesignated as VP-11 and the date on which VP-24 was redesignated as VP-12? Also, we'd like to know the date when Fleet Air Wing One was formed and what squadrons comprised it. — D. J. H., ALC, USN.

• VP-23 and VP-24 were redesignated as VP-11 and VP-12 in August of 1941. Fleet Air Wing One was so designated on 1 Nov 1942. This was merely a redesignation of PatWing One which had been in commission since 1 Oct 1937. At the time the change in designation was made, the following squadrons were attached to it: VP-11, 12, 44, 72, and 91. — Ed.

About Retake on GCT

SIR: (1) What are the GCT scores required for assignment to electronics technician school, class 1? (2) Can I take my GCT test over again if I feel I can do better on a second try?—H. R. W.

• (1) For ET school, Class A, a minimum combined score of 120 is required on the GCT and the ARI tests, with a minimum of 60 on either the Mech or the Mk. Elect tests.

(2) No, if that's your only reason. Commanding officers may submit a request to the Bureau of Naval Personnel for the retesting of an enlisted person in those cases where it is believed the original test scores may be in error. Only where test records indicate an abnormality in the test pattern or where there is indication in the record that the scores recorded may not be an accurate representation of the person's aptitudes is authority for a retest granted. — Ed.

Reimbursement of Pay

SIR: Was there ever an order or regulation which, under certain conditions, provided for the reimbursement of pay lost by sentence of summary court-martial? — P. S., CHBOSN, USN (Ret).

• When the sentence of a court-martial is set aside or wholly remitted by the Secretary of the Navy, the man will have restored to him the pay and allowances to which he would have been entitled had the sentence not been passed upon him. — Ed.

Guided Missiles School

SIR: What are the qualifications for entering the guided missile school at White Sands, New Mexico? When do the classes start? Can applications for that school be submitted at any time? — L. E. H., ET2, USN.

• The only Naval School, Guided Missiles, is located at Naval Air Missile Test Center, Point Mugu, Calif. Convening dates of classes at that school are 1 Mar 1950 and 2 Oct 1950.

In June 1949 BuPers requested from service force commanders nominations of certain ratings, including ET2, for a course of instruction in that school. The Bureau received so many requests that it was forced to inform service force commanders that nominations were no longer desired. When nominations are again desired, the word will be passed on to the Fleet — by ALL HANDS as well as by other means. — Ed.

Wants Classification Duty

SIR: I recently finished personnel man school Class C-1 (classification procedure) at San Diego, Calif., having extended by enlistment in order to have the necessary obligated service to attend the school. I hoped to be assigned to classification duty on graduation, but I'm presently assigned personnel work much like I was doing before I entered the school.

I'm not interested in any particular location for duty as long as it is classification work. What are the chances of getting classification duty at the present time, regardless of location? — M. B., PN3, USN.

• Graduation from the courses of instruction in interviewing and classification procedures at Naval School, PN, Class C-1, does not in itself guarantee a person an assignment as a classification interviewer. Because classification duty billets are limited in number, only PNCs and PN1s are being ordered to classification duty at the present time, and only persons of those ratings with outstanding ability are being assigned now. — Ed.

Public Quarters

SIR: I am a second class PO with over seven years' service in the Navy. I am writing in hope of receiving information to help clarify the Career Compensation Act of 1949. I am living with my wife and one child in what is known as a "prefab." I was paying \$19 per month for these quarters until the Career Compensation Act of 1949 came into being. The quarters consist of one large wooden building which is divided into four sections, each occupied by a different family.

My question is this: Should I be charged the full \$67.50 rental allowance for quarters which I am quite sure are not permanent quarters, and for which I have been paying only \$19—or am I entitled to the difference between the \$19 and \$67.50?

Another question I would like clarified is whether I am entitled to rental allowances of \$67.50 if my wife is not living with me on the station or in other government housing. Also, suppose my wife hasn't been provided with housing but is living with a friend who does live in Government housing on the station. Can I be charged the \$67.50 rental allowance for that? — E. P. V., BM2, USN.

• The housing you occupy is obviously "rental housing." The fact that you occupy these quarters doesn't prevent your being eligible for the \$67.50 basic allowance for quarters. You're entitled to receive BAQ until such time as your wife occupies housing which is classed as "public quarters." — Ed.

No Ribbon for 'High Jump'

SIR: Has there been any ribbon or medal authorized for Operation Highjump of 1946-47? — W. H. G., RD2, USN.

• There has been no medal or ribbon authorized for the Antarctic Expedition 1946-47 (Operation Highjump). — Ed.

Training Courses and Exams

SIR: In November 1945 I completed all required courses for RM1 and was recommended for advancement. Before the advancement came through to my duty station I was discharged as RM2. The personnel officer told me that my record was complete and that I wouldn't ever have to take the courses again. I am now in the organized Naval Reserve and desire to be advanced. However, I cannot get any satisfaction regarding the courses. Please advise me whether the courses already completed are sufficient for advancement in rate. — W. C. B., RM2, USNR.

• Training courses completed during previous active duty are normally acceptable to meet the training course requirement for advancement in current service in the Naval Reserve. However, you shouldn't confuse training courses with military and professional examinations which are required for advancement. These examinations must be satisfactorily completed during current service. — Ed.

Information on the Purple Heart—First U. S. Award for EMs

SIR: Would you please give me some information on the Purple Heart medal?

- (1) When was it first issued?
 - (2) Who first authorized it?
 - (3) How many were issued during World War I?
 - (4) Did General MacArthur and General Pershing both receive a Purple Heart during World War I?
- J. F., HMC, USN.

• The Purple Heart decoration was first authorized 7 Aug 1782 by General George Washington while his troops were fighting at Newburgh, N. Y., during the Revolutionary War.

The order sent to the troops read in part: "The General, ever desirous to cherish a virtuous ambition in his soldiers, as well as to foster and encourage every species of military merit, directs that whenever any singularly meritorious action is performed, the author of it shall be permitted to wear on his facings, over the left breast,

the figure of a heart in purple cloth, or silk, edged with narrow lace or binding. . . . Men who have merited this distinction shall be suffered to pass all guards and sentinels which officers are permitted to do."

The decoration, the first in the history of the United States to be awarded to an enlisted man or non-commissioned officer, fell into disuse after the Revolution and remained forgotten until it was revived by the Army in 1932 and awarded retroactively to all World War I wounded. It was extended to all members of the armed forces wounded or killed in action in World War II.

The Purple Heart was authorized for naval personnel 3 Dec 1942. Naval personnel who were wounded in enemy action prior to 7 Dec 1941, who make application for it, are eligible to receive the decoration. No awards, however, were made posthumously.

We don't know how many Purple Hearts were awarded for meritorious service in World War I but the records show that General John J. Pershing did not receive a Purple Heart but that General Douglas MacArthur did. — Ed.



Pay Cut in 1922

SIR: Can you tell me if seaman recruits or seaman apprentices received a cut in pay somewhere between the years 1920 and 1923? We have been having quite an argument, and it seems that you fellows are going to have to help us out. I'll greatly appreciate any information that you can give me. — C. P. H.

• The truth is, they both received a pay reduction. Those in the sixth pay grade had their pay cut from \$48 to \$36, while the pay of persons in the seventh pay grade was dropped from \$33 to \$21 per month. This occurred as of 1 July 1922, by authority of the Act of 10 June 1922. — Ed.

Saluting Midshipmen

SIR: Are aviation midshipmen, designated naval aviators and serving on active duty with the Fleet, entitled to a salute and the customary courtesies extended by enlisted personnel to officers? They enjoy the privileges of officers and yet there seems to be a question whether or not they are entitled to a salute. — W. E. T., SN, USN.

• They are. Article 1301.1, Navy Regulations 1948, states: "Midshipmen are, by law, officers in a qualified sense and are classed as being of the line." Article 2111.1 states in part: "Salutes shall be rendered by persons in the naval service to officers of the Armed Services of the United States." In view of this, the Chief of Naval Operations considers that midshipmen are entitled to a salute from personnel of the naval service who may be junior to them and that they are also entitled to the customary courtesies extended by enlisted personnel to officers. — Ed.

Reenlistment Leave for USNRs

SIR: In ALL HANDS, October 1949, you stated that former Naval Reservists now serving in the Regular Navy are entitled to reenlistment leave and travel allowance. I served three years in the Naval Reserve on active duty, was discharged in November 1945 from the Naval Reserve, and after 84 days had elapsed I reenlisted in the Regular Navy. Am I entitled to shipping-over leave and travel allowance under these circumstances? — A. T. D., CS1, USN.

• Reenlistment leave for Naval Reserve enlisted personnel discharged while on active duty and immediately enlisted in the Regular Navy is authorized only to certain personnel who were discharged and enlisted on or after 9 Aug 1946, as stated in paragraph 2A of BuPers Circ. Ltr. 131-49 (NDB 15 Aug 1949). Since your discharge from the Naval Reserve and enlistment in the Regular Navy both occurred prior to that date, you are not entitled to reenlistment leave for your enlistment beginning 2 Feb 1946 in the Regular Navy. — Ed.

Leave Trailers at Home

SIR: If a man is assigned to a duty station overseas, can he have a house trailer as well as his car shipped by the Navy as household effects? — J. W. D., BM1, USN.

• *Automobiles, motorcycles, motor bikes and motor scooters can all be shipped to bases overseas as household effects of personnel transferred there — but house trailers, no. Don't feel too badly, however. If you owned a private airplane, you couldn't ship that either. Incidentally, because of gasoline shortages at certain bases overseas, area commanders must approve the entry of your automobile.* — Ed.

There's Always a Bright Side

SIR: The letter of J. M. McC., AC3, on page 27 of the October ALL HANDS states that he cannot attend AC school and that he cannot advance in rate as he lacks information of GCA. You say that it is bum dope — but wait till you hear my story.

I entered the Navy in June 1944. I started working in a control tower in February 1945 without having attended tower school. I was advanced to Sp(Y)3 in April of 1946 in accordance with the old Manual of Qualifications for Advancement in Rating. Later I was transferred to duty where there was no complement whatsoever for advancement to Sp(Y)2, although I had completed my training course for that rate. There I worked as mail PO and movie operator. In July 1947 I was transferred to duty where I finally worked in my rate, and was advanced to AC2 on 16 Sept 1947. That was fine duty.

In December 1948 I was transferred once again. I went to a station where the control tower is open only when instrument flying is necessary or during emergencies. Tell me, Mr. Editor, how can I keep up with my rate? When is BuPers going to publish training courses for AC rates?

I have taken the Fleet-wide exams for AC1, but haven't passed yet. Somebody in ComAirPac who corrects those exams must think I'm losing my touch as an AC2. The only way out seems to be for me to keep on taking these examinations and try to familiarize myself with the new requirements.

If J. M. McC., Jr., AC3, is stuck like I am, I can foresee him retiring as AC3 and me as AC2. What are my chances of going to AC school? — G. H. Z., AC2, USN.

• *We still say that a person doesn't have to go to AC school to attain the rate of AC2 or AC1. True, it should be helpful, however, if one could go.*

Still, there are many of us who are forced to meet difficult problems in this weather-beaten old world, and while yours seem to be truly monumental you

mustn't make the mistake of thinking them hopeless. Let's face the worst right away, and then accentuate the positive.

There are no training courses at present for air controlman ratings, and none in sight before next July, anyhow. Because of the full house at the AC school and the backlog of students awaiting training there, the Bureau considers it impractical to send rated ACs.

Now for the other.

Look for BuPers Circ. Ltr. 187-49 (NDB, 15 Nov 1949). That directive gives the names of publications which you should find very helpful. Also, by going over the new Manual of Qualifications for Advancement in rating, you should be able to get a pretty good inkling of what you're expected to know.

Continue to try — as you no doubt have in the past — to get duty where you'll be working in your rate. Ask your educational officer, personnel officer and operations officer to suggest ways to increase your knowledge. See if you can't contact some men who have made the rate you're striving for within recent months. Ask them what they studied.

There always have been certain Navy rates for which there were no study courses. While that isn't a desirable state of affairs, exactly — and will no doubt end soon — people have always been making those rates. Brace up, amigo. We're rooting for you. — Ed.

Double Shipping-Over Money?

SIR: I enlisted in the Navy in September 1946. If I were to reenlist next September for a period of six years, would I receive shipping-over money for the past four years and for the new six-year enlistment? If not, for which enlistment would I be paid reenlistment money, and what happens (insofar as reenlistment allowance is concerned) to the other enlistment? — P. V., RD3, USN.

• *You cannot be paid for both the enlistment completed and the new enlistment. For the present, you can accept either a reenlistment allowance for the four-year enlistment completed, or a reenlistment bonus for your new enlistment. Detailed instructions on how this system works are contained in paragraph 11c of Military Pay Instruction Memorandum One which your disbursing officer has in his office.* — Ed.

Continuous Sea Duty

SIR: I am stationed with Commander, Seventh Task Fleet, in the Western Pacific. I am now on sea duty and will have been for 17 months when I am discharged soon.

I will be returned to the U. S. for discharge. If I reenlist within 30 days for sea duty would my sea duty be "broken" for eligibility purposes? — J. A. P., RM2, U.S.N.

• *No, you would be in fine shape to be assigned to shore duty in the future. Duty ashore within any one naval district for less than 12 months between two sea duty assignments counts as continuous sea duty.* — Ed.

Pictures and Information

SIR: I am interested in getting some information about my ship. During the war I was aboard the attack transport *uss Fuller* (APA 7), and want to know where I can get pictures of her. I understand there are also pictures of the ship when she was hit at Bougainville in November 1943. I'd like too, to get some literature about the ship if any is available. I went to the Navy recruiting office and they recommended I try ALL HANDS. — R. S.

• *For pictures your best bet would be the Naval Photographic Center, NAS Anacostia, Washington 25, D. C. For information about your ship, questions should be addressed to: Naval Records and History, OP-29, Room 2511, Navy Department, Washington 25, D. C. Tell your recruiter we appreciate his thinking of us.* — Ed.

No Award for AKA

SIR: Was *uss Alhena* (AKA 9) awarded either the Navy Unit Commendation or the Presidential Unit Citation for her action in the Pacific? If so, during what period was the citation awarded? Also, I'd like to know the present whereabouts of this ship. — L. K., RM1, USN.

• *There is no record of the attack cargo ship *uss Alhena* (AKA 9) having been awarded either a Presidential Unit Citation or a Navy Unit Commendation. *Alhena* was decommissioned in May 1946 and taken to New York for disposal.* — Ed.



USS ALHENA—Maritime Commission-built attack cargo ship was decommissioned in 1946.

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying The Editor, All Hands Magazine, Room 1809, Bureau of Personnel, Navy Department, Washington 25, D. C. four or more months in advance.

• **USS Bunker Hill (CV 17):** Annual reunion of crew, officers and enlisted. Luncheon to be held in Washington, D. C., on 25 May 1950. Former members of ship's company and squadrons interested in attending should write to Lieutenant R. W. Koster, USN, Room 2083, Bureau of Aeronautics, Navy Department, Washington 25, D. C.

• **USS Idaho (BB 42) —** Reunion contemplated for Boston sometime this summer. Interested personnel should contact David C. Graham, QM1, USN, 1390 Niagara Street, Anchorage, Middletown, R. I.

• **Yeoman School, Indiana University, Bloomington, Ind. —** Reunion being planned for all yeomen and Waves who attended this school during the period August through De-

cember 1942. All interested personnel contact George Mattison, 9 Howard Street, Kittery, Me.

• **Educational Services Officers.** A reunion of wartime ESOs is planned for Monday, 27 Feb 1950, in connection with the meeting of the American Association of School Administrators in Atlantic City, N. J. Luncheon will be served in the Mandarin Room of Haddon Hall at 1215. LCDR E. J. McGrath (now U. S. Commissioner of Education) and LCDR Edwin Ziegfeld, former officers in charge of the Educational Services Section of BuPers; CDR G. W. Pressey, current officer in charge, and many others have already expressed their intention to attend. Inquiries should be addressed to: Educational Services Section, Bureau of Naval Personnel, Washington 25, D. C.

• **Members of the original 28th U. S. Naval Construction Battalion** interested in a reunion of their group should contact Gerald Quinn, General Manager, Hotel Lafayette, North Carolina Avenue, Atlantic City, N. J.

Date of Rank for CWOs

SIR: I was one of numerous warrant officers (temporary) who were appointed to the rank of chief gunner, USN (temporary) in 1944, to rank from 1 June 1944.

The Register of Commissioned and*

Cash or Leave

SIR: Upon the expiration of my enlistment I had 30 days' leave on the books. The reenlistment yeoman informed me that I could either take 30 days' leave, take cash payment for unused leave, or have the leave carried over to my new enlistment. I chose the latter, reenlisting within 24 hours.

Now I am informed that I have forfeited all right to my leave, since it cannot be carried over to a new enlistment. Is this correct?—W. S., BTC, USN.

• **Under the provisions of Article C-6305(2) BuPers Manual, 1948, enlisted personnel who upon discharge have signified their intention to reenlist on board the following day, may elect to (1) receive compensation in cash for all unused leave on date of discharge, or (2) carry over the earned leave existing on date of discharge to the new enlistment on a continuous service basis. A combination of the two elections is not authorized.**

Therefore, in view of the foregoing, you may carry over your earned leave to your new enlistment if you did not receive compensation in cash for your unused leave. — Ed.

Warrant Officers of the U. S. Navy and Marine Corps of 1 Jan 1949 lists dates of present rank for all temporary chief warrant officers as of 7 Aug 1947.

Why was my date of present rank changed when placed in the Register? Will this new date of present rank have any bearing on my going to the W-3 pay grade? — J. J. L., CHGUN, USN.

SIR: I was appointed a chief radio electrician (temporary) with date of rank 1 Aug 1944. I note, however, in the 1949 Register that all temporary chief warrant officers have had their date of present rank changed to 7 Aug 1947.

What does this mean and how will it affect me in regard to future assignment to pay grade, advancement and retirement? — R. L. S., CHRELE, USN(T).

• **In accordance with Alnav 231-47 (NDB, 31 Oct 1947), all commissioned warrant officers serving under temporary appointment were assigned the date of rank of 7 Aug 1947 in order to place them junior to officers serving in the permanent grade of commissioned officer.**

Notwithstanding this change in date of present rank, however, your "commissioned service" for longevity purposes commences on the date of your initial appointment to the temporary grade of chief warrant officer.

Moreover, this action does not affect eligibility for retirement in the highest grade in which service was satisfactory prior to 1 July 1946.

For further information on the status of warrant officers and commissioned warrant officers under the Career Compensation Act of 1949, take a look at page 47 of this issue. — Ed.

Getting GI Benefits

SIR: (1) I enlisted in the Regular Navy in July 1946 and at present am still on active duty. I am under the impression that I am still eligible for educational benefits under the GI Bill if I start school four years after my discharge, and provided that I am discharged under conditions other than dishonorable. My date of discharge occurs in July 1950; will I be able to re-enter school at that time?

(2) Would it be possible to attend a foreign college at that time, under the auspices of the GI Bill?

(3) If so, what is the procedure? — D. E. R., YN3, USN.

• **Under present legislation you will be eligible upon discharge under conditions other than dishonorable for education or training under the GI Bill for one year, plus a period equal to the time you served between 16 Sept 1940 and 25 July 1947. Since the date of your enlistment falls under the Armed Forces Voluntary Recruitment Act of 1945, you have up to four years from the end of your enlistment to apply for education or training and nine years from the same date to complete your training.**

(2) You may attend, under the GI Bill, foreign schools that have been approved by the Veterans Administration if the schools and the countries where they are located will accept students.

(3) The civil readjustment officer at the activity to which you are attached will furnish you additional information concerning benefits to which you may be eligible upon discharge. — Ed.

Commendation Bronze Pendant

SIR: I noticed on page 42 of the November 1949 ALL HANDS that a bronze pendant was being issued to Army and Air Force personnel holding the Commendation Ribbon. Are Navy personnel who have been awarded the Army or Air Force Commendation Ribbon authorized to make application for this pendant? If so, to whom should the request be directed? The Commendation Ribbon I hold was issued for services in the Berlin Airlift. Acceptance of this award by Navy personnel was authorized by the Chief of Naval Operations early this year. — C. A. S., LTJG, USN.

• **Naval personnel who are holders of Commendations with Ribbons awarded by the Army or Air Force are entitled to make application to the appropriate department — to the Army or the Air Force, that is — for the Commendation Pendant. A copy of your commendation should be enclosed with your request. The address is Chief of Staff, U. S. Air Force, Awards Branch, Washington, D. C., for personnel such as you who received the Commendation Ribbon from the Air Force. The Army address: Decorations and Awards Section, Office of the Adjutant General, Department of the Army, Washington, D. C. — Ed.**

Getting a Degree

SIR: For some time I considered the possibility of getting another degree while in the service but, after investigating, I had thought it would be necessary to leave the service to satisfy certain requirements.

In your October 1949 issue you said that one person in the Navy was able to get a master's degree. I would like to know how he was able to do this. — E. E. C., YN3, USN.

• We said "at least one" was able to get his M.A. through in-service studies. Very possibly there are others also, but it is not easy. Usually there are residence requirements and others, difficult for a Navy man to meet. It is largely a matter of making special arrangements with some particular college or university which will waive some requirements. The person we were referring to is Raymond G. O'Connor, PNC, USN, who received his M.A. from American University, Washington, D. C., after completing a thesis culminating 12 years of off-hour study. The degree was in American History.

If you can find a college or university that will accept correspondence courses on an advanced degree, the Navy can help you get the courses and tests through USAFI and the cooperating colleges.

You have already read the article on what educational programs are available in ALL HANDS, October 1949, pp. 48-52. For further details you should consult your Educational Services Officer. The full story on Chief O'Connor appeared in ALL HANDS, April 1948, p. 35.

No Transfer Without Approval

SIR: I am a Naval Reservist, V-6, on active duty at NAS Columbus, Ohio. Although this is not an actual case, could the Commandant, 9th Naval District, transfer me to NAS Glenview, Ill., without my approval? Several of us are under the impression that personnel in V-6, USNR, on active duty cannot be transferred without their consent. Art. H-4402, BuPers Manual, 1948, states that a man can be transferred within his naval district by the commandant, but it doesn't state whether or not the approval of the person concerned is necessary. — J. C. A., YN3, USNR.

• The commandant of a naval district, the Chief of Naval Air Training or the Chief of Naval Air Reserve Training may transfer V-6 Naval Reserve personnel, each within his administrative command, but it is done only subject to the individual's consent. As you no doubt know, NAS Columbus, Ohio, and NAS Glenview, Ill., aren't under the cognizance of Com9, but under the Chief of Naval Air Reserve Training. — Ed.

Limit to Amount of Liberty?

SIR: Is there a regulation limiting the number of days off a man may have per week or month in periods not exceeding 48 hours in length? — A. D., AL2, USN.

• As the commanding officer is in the best position to determine when a man's services may best be spared, he has full authority in the matter of granting leave and liberty to enlisted personnel under his jurisdiction. At the same time, he must abide by the provisions and limitations contained in the BuPers Manual—Part C, Chapter 6. Why not borrow a copy of the BuPers Manual from your ship's office and read that portion? It should clarify the matter completely for you. — Ed.

The Two Langleys

SIR: How many ribbons and stars are rated by the old seaplane tender USS Langley (AV 3) and by the carrier USS Langley (CVL 27)? — C. J. K., MM1, USN.

• The old USS Langley, built in 1912, earned the American Defense Service Medal with Fleet Clasp, and the Asiatic-Pacific Campaign Ribbon. The present-day USS Langley rates the Asiatic-Pacific Campaign Ribbon with 10 stars and the Philippine Liberation Ribbon with two stars. — Ed.

Sumner Was Converted Sub Tender

SIR: The September ALL HANDS article entitled "Deep Sea Peace Is Disturbed by Noisy Fish" is excellent.

However, in the interests of accuracy, I wish to point out that USS Sumner (AGS 5) was a converted submarine tender (ex-Bushnell) and not a converted destroyer.

I remember that scuttlebutt on the old Sumner in 1941-1943 said that the ship's navigator, Lieutenant Commander Irving Johnson, had spent so much time diving that he could actually speak fish language. From our observation of the navigator's antics underwater I more than half believed it!

Perhaps the Naval Ordnance Laboratory (where fish noise experiments were conducted) could use the commander's experience as a fish language interpreter. — B. F., LCDR, USN.

• ALL HANDS got so interested in the funny noises fish make that it mistook USS Sumner (AGS 5) for USS Sumner (DD 333) which was operating in the Fleet at the same time.

USS Sumner (AGS 5) was converted from USS Bushnell (AG 32). Before that, Bushnell was a submarine tender (AS 2). The ship was converted in July 1940 and was renamed Sumner a month later.

USS Sumner (DD 333) has since been decommissioned and stricken from the Naval Vessel Register. — Ed.

Reverting to CPO

SIR: Could you help me out with these three questions?

(1) If a temporary officer reverts to CPO at his own request, does he lose his right to retire at the highest rank held on 30 June 1946 after completing 30 years' total service, Regular and Fleet Reserve?

(2) I am on my 23rd year of service. If I revert to CPO and transfer to the Fleet Reserve, how will my retainer pay be computed?

(3) I reenlisted three months in advance of the expiration of an enlistment for "convenience of the government." Does this short-term enlistment count as a full enlistment for retirement on 30 years' service? — J. F. P., LT, USN(T).

• (1) No. You will be advanced on the Retired List to the highest rank in which you served satisfactorily prior to 1 July 1946 (as determined by SecNav).

(2) In one of several ways. BuPers-BuSandA Joint Ltr. of 20 Jan 1948 will tell you what options on retainer pay are available to you. Keep in mind here, however, that the amounts of retainer pay shown in the tables are now incorrect due to the passage of the Career Compensation Act. Most amounts have been increased under the Act.

(3) Yes. It counts as a full enlistment. — Ed.

Counting USNR Service

SIR: In May 1944, I was commissioned as an ensign AV-N, USNR. In November 1945, I was promoted to lieutenant (junior grade) AV-N, USNR. I was separated to inactive duty in December 1945.

In November 1948, I returned to active duty as an ensign 1310/USN, with date of rank 4 June 1948. On the basis of the fact that I once held the rank of lieutenant (junior grade) USNR, will I be required to take the examination for lieutenant (junior grade) USN when I become eligible for promotion? — E. A. H., ENS, USN.

• Yes. All permanently commissioned Regular officers, ensign through commander, are required to demonstrate their professional fitness for promotion in a written examination. Since you are now a Regular officer (although once a Reservist) this applies to you too. Your former service counts for longevity purposes but not for promotion. — Ed.

Extended to Get Shore Duty

SIR: If a man agreed to extend his enlistment for one year in order to get shore duty, can the agreement be cancelled? I would like to get out and go to school. — W. E. H., SN, USN.

• If you have received benefits as a result of your agreement to extend, your extension will not be cancelled. — Ed.



INSTRUCTOR checks student's drawing. Right: Use of chemicals to develop fingerprints explained to MCI student.

MCI Offers a Good Chance to Learn

ON 2 Feb 1950 the Marine Corps Institute marks its 30th anniversary with more than 20,000 persons enrolled in its courses.

It was on 2 Feb 1920 that General John A. Lejeune, then Commanding General at Marine Barracks, Quantico, Va., ordered that a Marine Corps institute be established.

In an address at the school's opening, General Lejeune's chief of staff gave the reason for the school's existence. He said, "There is no bluff and

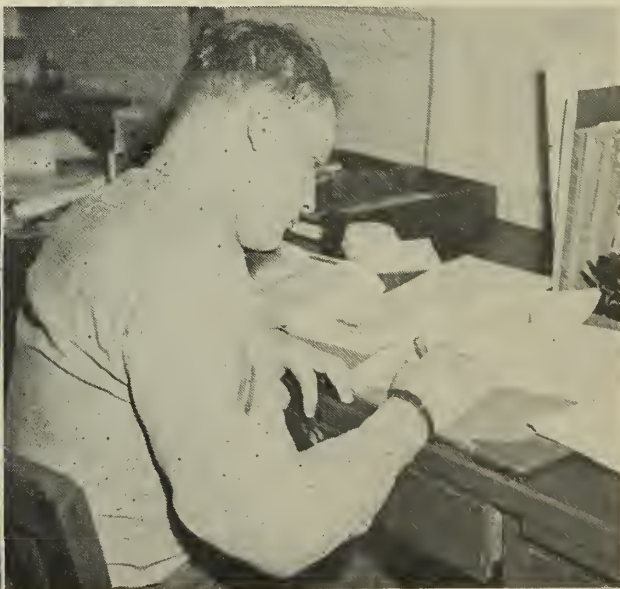
no foolishness about this new school movement. We are offering every man on the post the chance to learn a trade by which he will be able to earn a good school or high school education." His statement proved to be true through the years.

In those days the Institute was a post function, and the men at Quantico attended actual instruction periods in class. But before long a change took place. On 14 May 1920 a battalion left Quantico to protect Ameri-

can interests in the Mexican outbreak. Arrangements were made for the men on this expedition to continue their education by correspondence.

On 1 July 1920 General Lejeune became Major General Commandant of the Marine Corps — equivalent to today's Commandant of the Marine Corps. Shortly thereafter he had the Institute moved to Washington, D.C., and opened its courses to every man in the Corps.

The growth of the Institute from



GEOLOGY student in Japan submitted rock samples to Science School. Right: Art instructor corrects assignments.

that time on was steady, if not always rapid. There was some opposition on the part of marines who regarded non-military education as just plain nonsense. With the coming of World War II and the great increase in Marine Corps personnel, enrollments in the Institute soared.

Today the Institute has reached the point where more than 200 courses are available. These range from a two-part survey of English literature to "Shopwork on the Farm." Included are commercial art, modern radio servicing and analytical geometry. There is something for the man interested in modern European history, and something equally valuable for the man who wants to learn how to build good stairways.

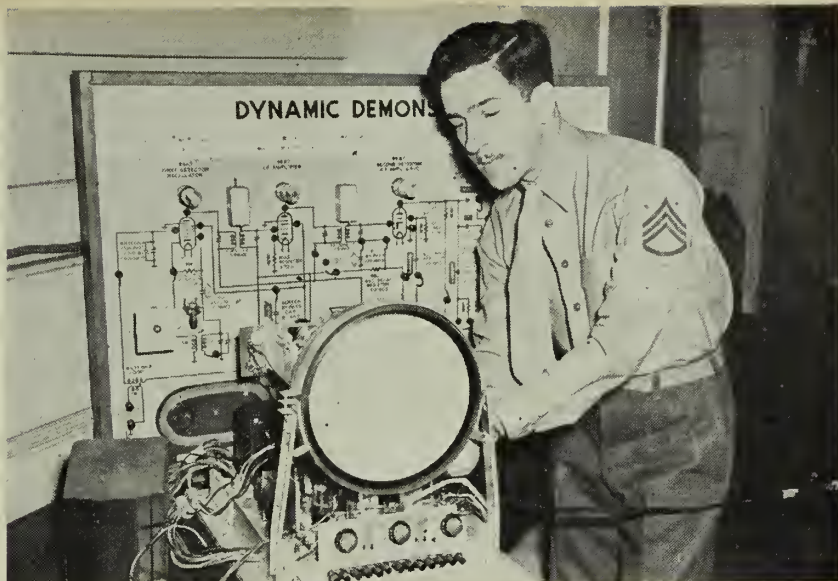
Nowadays, the studious marine can go much further than learning a trade "by which he will be able to earn a good school or high school education." He can round out that grade school or high school education, and even earn himself credits for two years of college for in-service purposes. The Institute employs civilian educators to counsel the marine instructors, to advise the officers-in-charge of schools, and to write and revise courses. Up to now, 53 per cent of the marines enrolled have gone on to complete their courses.

As laid out in the Marine Corps Institute Handbook, broad objectives of MCI courses are to help marines attain such goals as:

- Completion of high school education
- Qualification for further education under ex-servicemen's rights
- College credit
- Greater proficiency in military duties
- Preparation for civilian job opportunities
- Increased general knowledge
- Study of hobby projects as a pastime

Marine Corps Institute courses are prepared by marines and for marines. They are taught by highly trained, well qualified, experienced marine instructors. Lesson material is written in clear and simple language. Most of the MCI courses would cost at least \$100 each, if taken from a civilian correspondence school.

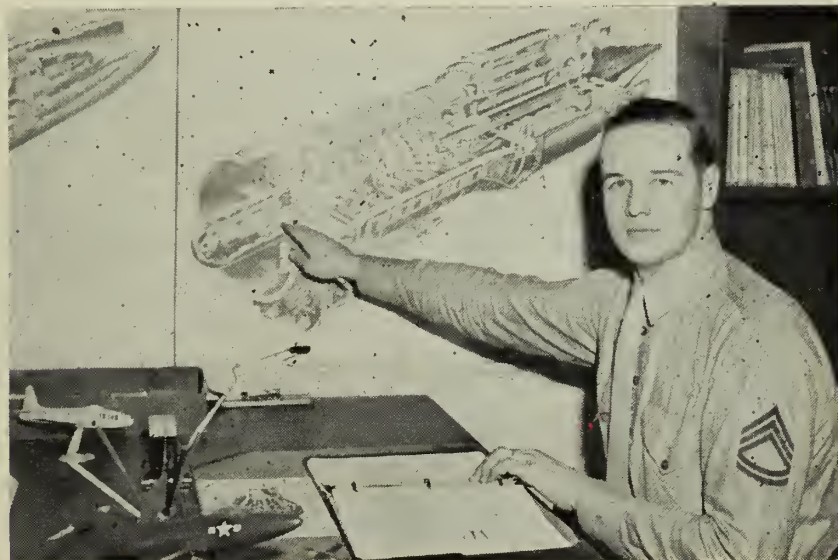
Interested marines should see their COs, their special service officers or their educational advisors. Courses can also be obtained by writing directly to The Marine Corps Institute, Washington, D. C.

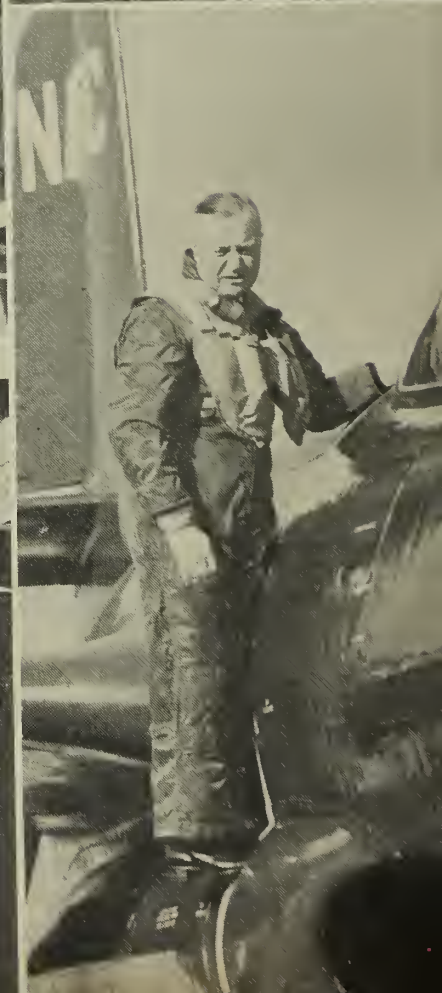


TELEVISION course is open to those having a general knowledge of radio fundamentals (above). Below: Automotive instructors are given a check-out.



JET PROPULSION course is a comparatively new and highly technical addition to the curriculum. The Institute currently offers over 200 courses.





TODAY'S NAVY

Medical Care for Service Dependents Should Be Continued, SecDefense Says

Secretary of Defense Louis Johnson has stated that he is opposed to discontinuance of free medical care for dependents of military personnel.

In a letter to the Director of the Bureau of the Budget, the Secretary pointed out that previous studies had brought about the conclusion that medical care of dependents should be continued. At the same time, Mr. Johnson set up a committee to review the entire subject. His memorandum to that committee stated in part:

"Because of the complexity of this problem, I desire that it be considered in all its aspects so that we may establish a Department of Defense policy on this matter."

2 Cruisers to West Coast

An additional cruiser division, consisting of *uss Juneau* (CLAA 119) and *uss Rochester* (CA 124), is now operating on the U. S. west coast. The two ships, known as Cruiser Division 5, are based at Long Beach, Calif.

The shift of cruisers gives the west coast three cruiser divisions and leaves an equal number on the east coast. An additional cruiser, *uss Columbus* (CA 74) is at present in overhaul at Boston after serving 14 months in European waters. *Columbus* is slated for return to Europe after overhaul. That ship is assigned as permanent flagship for CinCNELM. See page 16.

Boatswain's Mate Gets Medal

For his heroic rescue of a drowning citizen of French Morocco, George C. Jeffries, BM1, USN, has been awarded the Navy and Marine Corps Medal.

Informed that someone was in distress, Jeffries dove into the Sebu River near Port Lyautey, swam 150 yards in darkness through a treacherous current and located a man floundering in the water near an overturned boat. Jeffries pulled the victim back to the boat and held him afloat until a rescue boat arrived.

The permanent citation awarded Jeffries by the President reads: "By his courage in saving the life of a French Moroccan, he aided in maintaining harmonious relations with the citizens of a foreign country."

← The Navy in Pictures

GAMBOLING GUPPY—*USS Amberjock* jumps at the chance to demonstrate her power and maneuverability during experiments off Key West (top right). Top left: Little Boston orphan inspects big camera during visit aboard *USS Kearsorge*. Left center: Chiefs (L to R) Hudgens, Grosche, Taylor, Cressman congregate at USNH Bremerton, Wash. on occasion of Damon Ashcroft's retirement. Hashmarks represent 120 years total service. Bottom left: Their Royal Highnesses Princess Elizabeth and Duke of Edinburgh visit *USS Des Moines* at Malta. Lower right: ADM Forrest P. Sherman prepares to check out in the *F3D-1 Skyknight*—all-weather jet job.

YESTERDAY'S NAVY



U. S. planes hit 15 to 17 Jap ships, sank six, destroyed 475 planes in Inland Sea of Japan on 20 Mar 1945. U. S. merchant ships armed on 12 Mar 1917. City of Vera Cruz surrendered after U. S. Navy operations on 29 Mar 1847.

MARCH 1950

SUN	MON	TUE	WED	THU	FRI	SAT
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	



PERSONAL FLAG of the Shah of Iran is broken out during the Shah's visit aboard USS *Valley Forge*.

School for Each Community

The Navy is in high gear in its role of official school board in the Pacific Trust Territory, and is nearing its goal of one school for each community having five or more children of school age.

One hundred and forty elementary schools are now maintained in the

Carolines, Northern Marianas and Marshall Islands by the Navy Civil Administration. Christian missions operate 15 other elementary schools in the area, with an enrollment of more than 1,100. Enrollment in the public schools maintained by the Naval Administration totalled 7,689 at last report.

Education has been a major item in the program of the naval administration of the Trust Territory ever since the Navy became responsible for the islands and their people.

James Forrestal Memorial

A bust of the nation's first Secretary of Defense, James Forrestal, is to be sculptured by the son of a one-time president of Finland.

The sculptor, Kalervo Kallio, won the open competition in which 35 persons entered. His plaster model was judged the winning entry from an artistic point of view and because of its remarkable likeness to Mr. Forrestal. Entries were judged by the Forrestal Memorial Committee and by a committee of professional artists and sculptors.

A commission of \$5,000 will be paid Mr. Kallio for his finished bronze bust of the late Secretary. Contributions toward the Forrestal Memorial Fund, with a ceiling of one dollar per



ADOPTED by Chief E. F. Perry, two Irish orphans and their new father are met on arrival by Mrs. Perry.

person, totaled more than \$34,000. The Forrestal Memorial Committee scheduled a meeting in January to decide what use will be made of the remaining money.

The completed bust will be placed in the Pentagon Building in Washington, D. C., opposite the Pentagon dedication plaque.

Fellowships in Naval History at Academy to Honor Forrestal

Termed a "living memorial" to James Forrestal, first Secretary of Defense, a program for awarding fellowships in naval history for study at the Naval Academy, Annapolis, Md., is well underway.

Contributions are being received from individuals, in and out of uniform, and from foundations and corporations. As soon as sufficient money is received, the program will be put into effect.

Scholars awarded these grants will live in Annapolis and dig through the rich deposit of naval records there and in Washington. Their objective will be to continue the tradition of Alfred Thayer Mahan, that the American people may better appreciate the task as-



Mr. Forrestal

signed to sea power within our unified armed services. Naval history will be their special concern. These awards will be called *The James Forrestal Fellowships in Naval History*.

The Fellowships are intended to attract to Annapolis scholars whose task it will be to study, organize, and draw conclusions from the great wealth of naval and military records at the Naval Academy and in nearby Washington.

They will bring together in usable form materials of history to complement and aid all studies aimed at a deeper understanding of national defense problems, especially the role of sea power in relation to air power and land power.

"The Academy is glad to lend its facilities and provide assistance to the Forrestal Fellows," Rear Admiral James L. Holloway, Jr., usn, Superintendent of the Naval Academy, said, "not only because it be-

lieves in the worthiness of the project, but also in order to share in the advantages to be gained from their work. The Academy sees in the project the opportunity for a stimulating exchange of ideas between its permanent faculty and scholars from other institutions. It wishes to bring the midshipmen, naval leaders of tomorrow, in contact with outstanding men who are thinking constructively upon the problems of the military profession."

Since no government funds are available, as the brochure issued by the Naval Academy on the James Forrestal Fellowships explains, the Navy must rely upon contributions from patriotic persons and organizations. You are urged to participate in this lasting memorial. Make your check payable to "Treasurer of the United States for credit to the U. S. Naval Academy." All such gifts are exempt from Federal income tax.

Second Hunter-Killer DD

USS *Carpenter* (DDK 825), second new Navy hunter-killer destroyer, is now in commission and being prepared for evaluation exercises against the latest high-speed snorkel submarines.

A sister ship of *Carpenter* — USS *Robert A. Owens* (DDK 827) — was commissioned less than six weeks prior to *Carpenter's* commissioning. The two 2,400-ton hunter-killers have the same general dimensions as standard destroyers now operating with the Fleet. They were designed for speeds in the above-30-knot range.

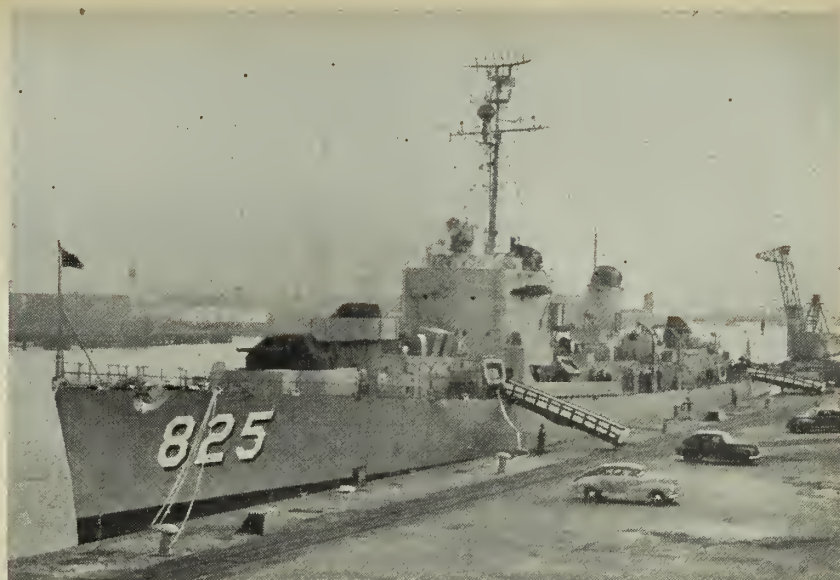
Carpenter was launched more than four years ago, at Orange, Tex., where the hull was built. The ship was then towed to Newport News, Va., for completion. Work was halted for a lengthy period, however, to await development of ultra-modern armament and sub-finding equipment.

Plans for additional hunter-killer destroyers will not be put into final form until the two completed ships have revealed their abilities and limitations.

Supersonic Wind Tunnel

A new Navy-sponsored supersonic wind tunnel is now in operation at the Massachusetts Institute of Technology after approximately two and one-half years of preparation.

Speeds up to four times that of sound in air can be created in the powerful new steel tunnel. This



NEWEST hunter-killer destroyer, USS *Carpenter* (DDK 825), sister ship to USS *Robert A. Owens* (DDK 827), was commissioned at Norfolk Navy Yard.

3,000-mile-per-hour blast can be maintained for lengthy periods, while scientists study forces and air-flow by means of elaborate instruments. Ten thousand horsepower is required to operate the two large four-stage compressors which set the air into screaming motion. Cooling the laboratory machinery requires a circulation of 3,000 gallons of water per minute.

The airstream inside the tunnel is very cold, on the other hand. At 1,500 miles per hour it ranges around 140 degrees below zero, and down to 335 degrees below when moving at

full blast. Extreme dryness of air prevents icing of models and tunnel walls.

The laboratory equipment will be used for testing scale models of supersonic missiles and components, and for research in aeroballistics. While financed by the Navy's Bureau of Aeronautics, the tunnel will be used by all branches of the armed forces.

Power for Lamps of Mexico

An electrical power station on wheels — built for the U. S. Navy to meet wartime emergencies — is now providing juice for the lamps of Mexico.

The big mobile power plant which is mounted on five huge railway cars, has been leased to a Mexican power and light company to help relieve an acute shortage of electricity caused by one of the worst droughts in Mexico's history.

Now, installed on a siding in Mexico City, the mammoth, track-bound power station is solving the type of emergency it was designed to handle. It can provide enough electric power to light lights, run motors and operate all sorts of household appliances for a city of 25,000.

When the order came to ride the rails with his mobile generator, it was nothing new to the Navy engineer who is assigned to the big power plant. The Navy had dispatched the same unit to Central Mexico in 1947 during an electrical shortage there. The unit was returned in 1948.



REENLISTEES (L to R) Bielawski, Wertz, Mathews, Delaney, Berry, Sheehan, Ferma, Arangorin are sworn in by CAPT Smoot, CO of USS *Newport News*.



WELCOME is accorded Bremerton Reservist S. C. Devery on his return to duty following a training cruise.

Paintings Given Minesweepers

Each of 10 small minesweepers of the Atlantic Fleet now has a fine painting hanging in its messhall — a painting of the type of bird for which the ship is named.

The paintings were presented to the ships at ceremonies at the U. S. Naval Minecraft Base, Charleston, S. C., where the small wooden vessels are based. Among the prints are some by such world-famous bird artists as John James Audubon. Unobtainable at first were pictures of three species

of birds — the sanderling, the verdin and the goldfinch. Paintings of these three were done by John Henry Dick, a Charleston artist, who volunteered to supply original paintings of them.

Seven of the ships received their bird pictures on the same day, with Mr. A. Sprunt, Jr., an expert on bird lore, presenting the prints. Mr. Sprunt was responsible for obtaining the paintings for the Navy. Three other AMSs received theirs later.

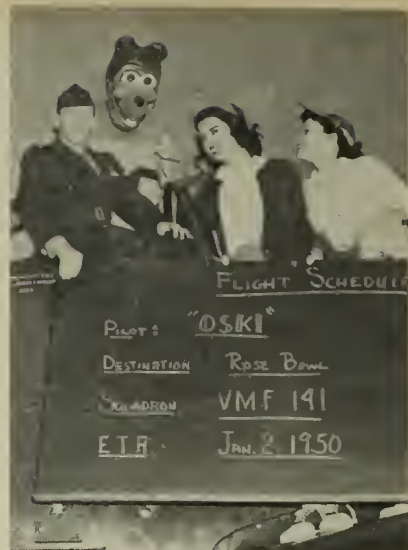
Minesweepers have been named after birds for many years. Some of the larger World War I minesweepers, built for mine clearing in the North Sea, later gained fame as submarine rescue vessels. Today's submarine rescue vessels are also named after birds.

The 10 "mighty mites" that were given pictures of their namesakes are *uss Grackle* (AMS 13), *uss Grouse* (AMS 15), *uss Plover* (AMS 33), *uss Goldfinch* (AMS 12), *uss Grosbeak* (AMS 14), *uss Sanderling* (AMS 35), *uss Linnet* (AMS 24), *uss Hawk* (AMS 17), *uss Verdin* (AMS 38) and *uss Albatross* (AMS 1).

Marines to the Rescue

When "Oski," mascot of the University of California, decided he needed a jet plane for his trip to the Rose Bowl on New Year's Day, Marine Fighter Squadron 141 came to the rescue.

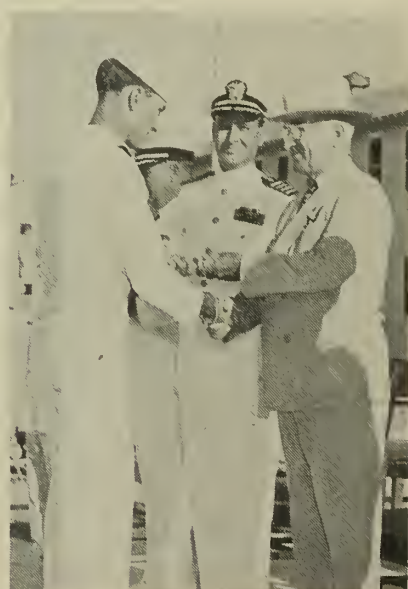
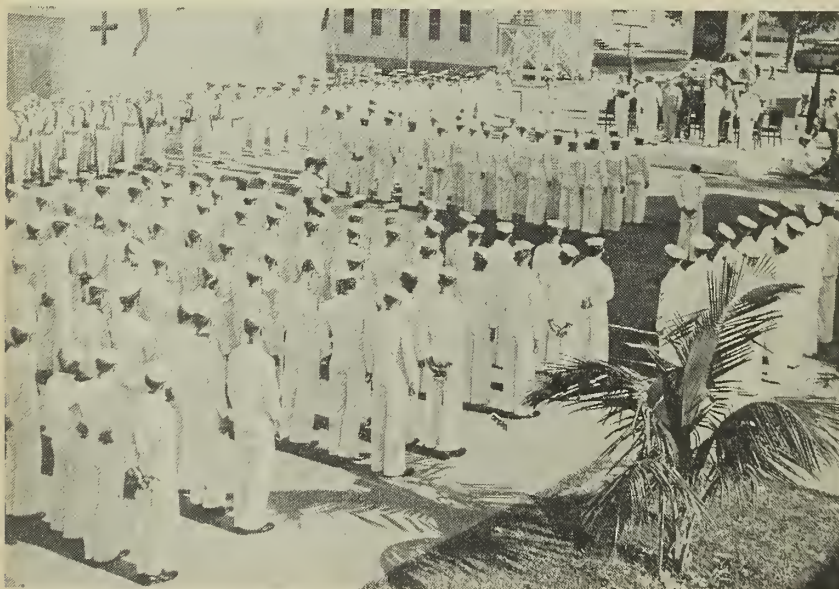
Assigned to instruct "Oski" in the operation of a Navy FJ-1 "Fury" jet plane was Captain Bill Rockwell, a jet



MASCOT of the California Bears, 'Oski' chose a VMF 141 jet job for his ill-starred trip to the Rose Bowl.

instructor assigned to NAS Oakland, Calif. Captain Rockwell, while a student at the University of California, originated the character of "Oski" to replace a stubborn live bear previously used by the University as a mascot. Dressed in a comical bear suit, Rockwell performed acrobatics and stunts for the football crowds.

The Navy jet which roared over the Rose Bowl during the yearly football classic was piloted by "Oski." Whether it was the original "Oski" or one of his "descendents" was not disclosed.



DIPLOMAS were presented by President Harry S. Truman to 36 EMs graduating in Class I-50 from Fleet Sonar School, Key West. Left: Personnel mass for ceremonies. Right: President Truman congratulates L. G. Kittrell, SN.

7th Task Fleet Strengthened

With increased attention being directed toward the Far East, the Navy has bolstered its Seventh Task Fleet.

One Essex-class carrier, *uss Boxer* (CV 21) and two destroyers, *uss Buck* (DD 761) and *uss John W. Thomason* (DD 760), have joined the roving fleet, bringing its total combatant strength to one carrier, one heavy cruiser and six destroyers. The other ships are *uss Helena* (CA 75), *uss Bausell* (DD 845), *uss Agerholm* (DD 826), *uss Richard B. Anderson* (DD 786) and *uss Stickell* (DD 888).

The Seventh Task Fleet, which is commanded by Vice Admiral Russell S. Berkey, USN, is one of two naval forces in the Far East. The other is Naval Forces, Japan, which consists of five combatant ships and operates in support of the U. S. occupation forces.

The Seventh Task Fleet constitutes mobile forces readily available to support U. S. national policy and to serve as a stabilizing influence in the Western Pacific, the Navy stated, in announcing the new assignments.

Boxer, incidentally, is the carrier that set a new record for jet landings on a flat-top when she took on 121 fleet *Panther* jets without a single mishap during an eight-hour flight training period at sea off San Diego.

During the two-day period that the training covered, 4 pilots including two Air Force pilots "on loan" to the Navy made 134 landings on the big carrier. These landings brought to 32,000 the total landings chalked up by *Boxer*. No jets, however, were taken by the ship to the Far East, it was stated.

New Life for Boilers

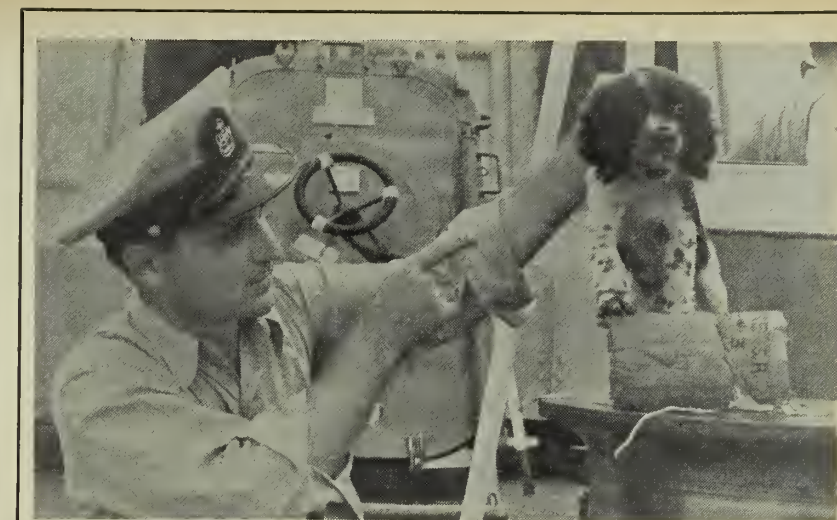
The boilers in the engine room of your ship may last longer in the future.

A new coating that will give new life to engine room boiler "fire boxes" is now undergoing thorough tests at the Philadelphia Navy Yard.

The magic spray coating—a ceramic substance known in the trade as "nepheline"—can be sprayed or painted on the bricks that line boiler refractories or fire boxes.

By adopting the new process, the Navy hopes to add substantially to the life of all boilers aboard ships of the fleet. This will consequently enable these ships to stay at sea longer.

Modest as it sounds, the new de-



REPRIMAND is given 'Spike' by official guardian, Travis Hux, HMC, for failure to wear life jacket during the pup's impromptu abandon ship drill.

Playful Pup Saved by Alert Tin Can Crew

It's often said man's best friend is a dog, but a cocker spaniel puppy has learned that Navy men can also be a dog's best friend.

A United States destroyer squadron operating out of New Orleans on a naval training cruise to Cein-fuegos, Cuba, was shocked into quick action on a matter of life and death.

The life at stake was that of "Spike," 9-week-old cocker spaniel, mascot of *uss Bristol* (DD 857). The long-eared puppy, while playfully romping on *Bristol's* fo'c'sle romped a little too far, went over the bow of the ship and into 4-mile-deep water off the southern coast of Cuba.

The officer-of-the-deck was hurriedly notified. A call to the captain and executive officer brought them rushing from the dinner table to the bridge. A radio message went out to the two destroyers following.

A sharp-eyed lookout on *uss Beatty* (DD 756), last destroyer in the formation, spotted the tiny black and white pup struggling to stay afloat.

While the squadron commander ordered the other ships to slow their speed, *Beatty* circled, came to a standstill and a net was thrown over the side.

Finally, to the worried crew of *Bristol*, came the happy announcement over the public address system, "For the information of all hands—word has just been received from *Beatty* that Spike has been recovered."

If Spike had been lost, it would have been a grievous blow. This was his first voyage on *Bristol* but in the week he'd been aboard he'd struck up a friendship with everyone.

The pedigree pup is an important member of the crew with primary duties of entertainment and morale building. He has his own health record and service record. Unfortunately, at the time of the mishap he wasn't wearing his custom-tailored life-jacket. The jacket, which hangs beside one of the ship's life-rafts, carries his name, his rate, ("seaman apprentice") and his serial number, "000-000-001/3". — LTJG Ray Scales, USNR.

velopment will really pay off if it proves its worth. Navy experts say that if nepheline can lengthen the life of boilers by a single month, it will more than pay for its development.

The new ceramic coating was developed by Dr. Wingate A. Lambert, of Rutgers University. Dr. Lambert worked on his project under the di-

rection of the Navy's Office of Naval Research.

Spraying the alumina brick of an engine boiler fire box with nepheline will prevent the residue that forms in the bottom of the fire box from eating into the expensive brick. If this corrosion of the brick can be prevented, boilers will last longer before they must be replaced.



MECHANISM of the jet engine is explained to pages from the U. S. Capitol and their school principal by instructor E. Deal, MM2, of NART Anacostia.

Ski-Going Bomber

The Navy's famous P2V-2 *Neptune* bomber has now taken to the ice caps and snow fields — and seems to be completely at home there, as it is 'most anywhere else.

Latest accomplishment of the versatile *Neptune* has been to sprout 16-foot aluminum skis under its wings and a shorter one under its nose. These, along with the wheels, can be retracted into special fairings in the plane's fuselage and engine nacelles when not in use. The wheels project through holes in the skis for "dry landings," but the skis can be lowered far enough to carry the load in place of the wheels on ice or snow.

The P2V-2 *Neptune* is a later model of the celebrated "Truculent Turtle" which set a world's all-time distance record in 1946. In that instance the Turtle flew non-stop from Perth, Australia, to Columbus, Ohio—a distance of 11,236 miles. Later, that plane made a memorial flight from

New York to England over the route covered 30 years before by the Navy's NC-4 in the first flight across the Atlantic by aircraft. Recently a P2V-2 *Neptune* made a non-stop flight from an aircraft carrier off Norfolk to San Diego, via the Canal Zone.

This bomber has been developed through some of the most trying tests ever given a similar plane. Its performance record is used as a standard in testing other Navy search-patrol aircraft. Diving speeds beyond 380 knots have been attained by the *Neptune*, and pull-out strains near three times that of gravity have been exerted upon it without damage. The *Neptune's* normal speed is above 250 knots and normal range is approximately 6,000 miles.

Now, equipped with skis and other arctic adaptations, the *Neptune* is considered by some to be the most versatile plane in the world. Cold-weather gear incorporated in the originally modified *Neptune* included king-size heaters and special radio

and radar for use near the earth's magnetic poles. A sun compass was installed to take the place of magnetic compasses which are often inaccurate in the polar regions, and special tanks were put in for long-range flight.

A special feature is the camera installation for mapping remote Arctic regions. Winter rescue gear is carried, which — along with the skis — makes the *Neptune* highly valuable in cold-weather air rescue service. The *Neptune* is probably the largest combat-type plane to be fully equipped for polar operations.

Carrier operation is another thing the fabulous *Neptune* takes in its stride. The 26-ton plane first flew from a carrier approximately a year ago, with *uss Coral Sea* (CVB 43) doing the honors. Assisted only by jato units, the plane took off with a 10,000-pound simulated bomb load. Later she dropped the "bombs" and proceeded to NATC Patuxent River, Md., for a landing. Other carriers, including the two additional *Midway*-class flattops and one *Essex*-class carrier are being modified to accommodate the *Neptune* or other planes in that weight class.

Flag Rank Orders

Flag rank orders for last month:

Rear Admiral John H. Cassady, (AV), USN, Commander Fleet Air, Jacksonville, Fla., ordered as Deputy Chief of Naval Operations (Air).

Rear Admiral Oswald S. Colclough, USN, retires voluntarily 1 February.

Rear Admiral James H. Doyle, USN, Commander Amphibious Training Command, Pacific Fleet, ordered as Commander, Amphibious Group One.

Rear Admiral Francis X. McInerney, USN, on temporary duty with Commander Cruisers-Destroyers, Pacific, pending further assignment, ordered as Commander, Amphibious Training Command, Pacific Fleet.



MIGHTY cruiser *Macon* is shown prior to her return to U. S. for 'mothballing.' Gibraltar looms large in background.

Supersonic Skyrocket

To exceed the speed of sound is getting to be a routine thing to the Navy's Douglas D-558 *Skyrocket*, which is propelled by both jet and rocket power.

As part of a research program devoted to extremely high speed flight, the Navy's supersonic *Skyrocket* has been averaging nearly one flight a week for more than a year. With civilian test pilots at the controls, the *Skyrocket* has gone through many tests. Their performance has exceeded the requirements originally laid down.

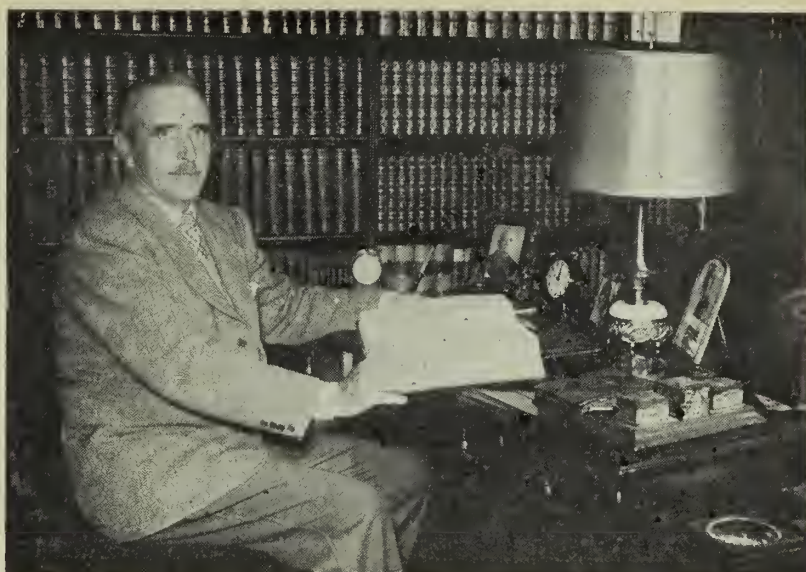
The Navy *Skyrocket* is the second model involved in the research project known as D-558. Its predecessor, the *Skystreak*, has been valuable in assembling data at speeds in the subsonic range. In its flights at Muroc Dry Lake, near El Segundo, Calif., the *Skyrocket* has used its rocket engines for an added thrust in reaching supersonic speeds and, in most cases, for assistance in taking off. Some flights were made with jato units instead of rocket power providing the added boost at take-off.

The *Skyrocket* is being used in investigations of flight problems up to the 40,000-foot level. At the same time, some of the fastest runs have been made at only 30 feet above the ground. Altogether, the Navy project has provided approximately 5,000 items of scientific data to the U. S. armed forces.

Like the highly valuable and accurate piece of laboratory equipment that it is, the *Skyrocket* is handled very carefully — on the ground as well as in the air. The people who maintain the plane have a special trailer which serves as a mother-ship and mechanical wet-nurse for the pampered and often-hungry machine.

The trailer is 13 feet wide and 35 feet long. Its after end lowers to the ground to permit the plane to be pulled aboard with ease by winches provided. Provision for fueling is included on the trailer, as well as fire fighting equipment for instant use in an emergency. There is even a pressurized shower for use by maintenance men should they be accidentally splashed with easily ignited fuel.

The *Skyrocket* is reported to have flown satisfactorily in all respects while piercing the critical "sonic barrier" — while accelerating, that is, from sub-sonic speeds to those above the speed of sound. Total *Skyrockets* built are three, along with an equal number of *Skystreaks*.



MAGNIFICENT 2400-volume collection of naval lore, including histories and references, was donated to the Navy by Mr. Christopher A. Buckley.

Extensive Naval Library Donated to Navy

Approximately 2,400 books and pamphlets on naval subjects, including many rare and expensive items, have been given to the Navy Department by a man whose interest in the Navy was inspired by the sea stories of his tutor, a lieutenant commander.

The collection, gathered over a period of nearly 30 years by Mr. Christopher A. Buckley of Pebble Beach, Calif., will become a part of the library of the Naval General Line School, Monterey, Calif.

Included in the collection are volumes covering the British Navy from 1550 to the present, the U. S. Navy from 1780 to the present, and various data on Russian, Japanese, French and Italian navies.

Among more than 100 rare books are Samuel Pepys' *Memoires* of the Royal Navy, dated 1690, and the report of Perry's visit to Japan in 1853 which included a plate, later suppressed, showing Japanese bathing customs.

James Fenimore Cooper's two-volume work *History of the Navy of the United States of America*, published in 1840, and a curious account entitled *Human Jettison*, by Frederick C. Hicks, telling the story of 25 persons being thrown overboard to lighten a boat, are among prized possessions of the collection.

The donor was tutored in early youth by Lieutenant Commander

Richard P. Hooker, USN, and early acquired an interest in the Navy. The tutor was the author of a book entitled *Lucky Bags*, which his youthful student read.

In World War I Mr. Buckley received a commission and served at sea in the Naval Overseas Transport Service and later as commanding officer of a sub chaser.

In 1920 he began collecting books on naval subjects, a project which he has continued over a period of nearly 30 years. Reading is his favorite pastime, taking up about six hours a day.

The donation is a real "reader's library," comprised of books which would appeal to men looking for the drama and romance in naval history rather than an academic discussion of reference facts that a research worker or professional scholar might be interested in.

The library of the Naval General Line School was selected by the donor as the most appropriate to receive his collection, inasmuch as he considers the collection to be of most interest to officers past the undergraduate level of education. The Monterey school will eventually become the seat of all the Navy's postgraduate officer training. The move of the U. S. Naval Postgraduate School from Annapolis, Md., to Monterey is scheduled to be completed before 1954.

SERVICESCOPE

Brief news items about other branches of the armed services.

★ ★ ★

ALL THE ROUGHEST features of football, boxing, soccer, lacrosse and what have you by way of rugged sports are combined in a new game for hard-playing soldiers at Camp Hood, Texas.

"Battle Down" is its name, and the object is to survive an onslaught of flying body blocks and gloved slugging long enough to capture the opposition's flag at the far end of the field, while protecting your own.

To reach the enemy's flag, the soldiers charge en masse through three trenches in the field. What happens there is indescribable, except that it's a near approach to mass mayhem.

All participants are armed with boxing gloves. The one important rule: Don't hit a man when he's down.

A favorite show at Camp Hood is a "Battle Down" between the 17th Armored Engineer Battalion and the 14th Armored Field Artillery. Even the participants call it clean, hard fun.

★ ★ ★

ONE OUT OF FOUR graduates of Annapolis and West Point will receive commissions in the Air Force if they volunteer for that duty.

Only 50 per cent of the Navy's expected 172-man quota from the 1950 class need be qualified for flying, while the Army will furnish 60 per cent of their expected 168-man quota as being qualified for flying duties.

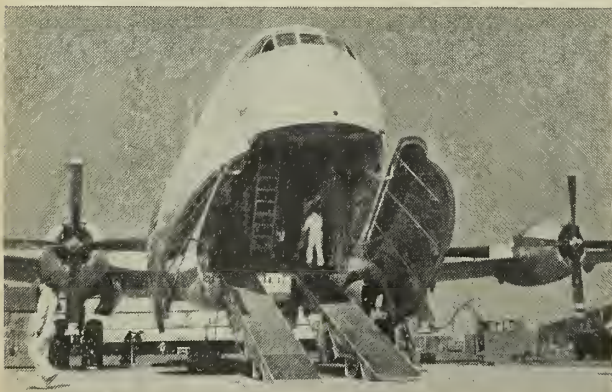
No graduates of ROTC schools of either the Navy or Army will be placed on Air Force duty.

The new quotas were set by agreement among the three services. Only seven per cent of the 1949 Naval Academy class were commissioned in the Air Force, which received 40 per cent of the Military Academy class in that year. In 1948 the Air Force received all of its Academy-trained officers from the Military Academy.

★ ★ ★

TWENTY-FIVE TONS of cargo or military equipment, or 200 fully equipped troops plus additional field equipment, can be transported at one time by the Air Force's new transport plane — the C-124 *Globemaster II*.

The C-124 is powered by four engines, each rated at



CLAM-SHELL loading doors permit wheeled vehicles to drive aboard AF's huge new C-124 *Globemaster II*.

3,500 horsepower at take-off. Weight of the plane itself is approximately 175,000 pounds. Its design calls for a cruising radius of 850 miles fully loaded, with a reserve of fuel to permit return to the starting point unloaded. A greater radius will be attainable when the plane is carrying lighter cargoes.

With more than 10,000 cubic feet of hold space, the *Globemaster II* is suitable for moving very large and heavy equipment such as tanks, field guns, bulldozers and fully loaded trucks. The single unit of this type plane completed for flight tests is a prototype of 29 production C-124s which have been ordered.

★ ★ ★

PORTENT of the future in air warfare is a new air-to-air missile, the Ryan *Firebird*, recently announced by its manufacturer, Ryan Aeronautical Company of San Diego, Calif.

Contract for the subsonic missile was cancelled by the Air Force when it became apparent that missiles in this category with greater design capabilities would become available at an early date.

According to Ryan, the new rocket is self-aiming, self-detonating, and even "self-thinking." It is very fast, small and compact, and difficult to elude.

Launched from a parent fighter, the missile takes off after the target on power from a booster rocket, which provides additional speed to that of the plane. Using its complicated radar "brain," it homes on the enemy and detonates itself within lethal range.

"Because it is a pilotless projectile," says a Ryan announcement, "it is capable of maneuvers beyond human endurance, making it extremely effective against piloted aircraft." No visual sighting is needed, and the weapon is as effective in night or bad weather as in daytime.

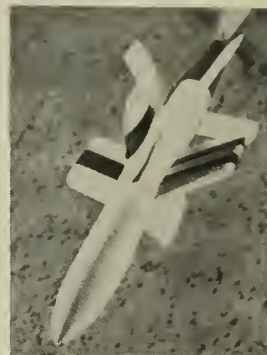
The Air Force paid Ryan \$2,000,000 to develop the missile, then tested it for two years at its base near Alamogordo, N. M.

"Although it is not planned to put the *Firebird* into production," the Air Force says, "tests with this missile have provided Air Force technicians with valuable engineering data which is being used to design improved missiles."

★ ★ ★

A NEW TRADE, called "miniaturization," has been developed by the Army Signal Corps. In fact, miniaturization includes a whole flock of trades, for they have been miniaturizing everything from crystal rectifiers to telephone wire.

Miniaturization means developing material which can be handled more easily than could similar material used in World War II. This, of course, usually means making the equipment smaller. In the course of the program, a teleprinter weighing only 45 pounds has been developed. It will replace eventually the 225-pound model now in



'Firebird'

use. A new field switchboard designed by the Army, suitable for both wire and radio circuits, weighs 22 pounds—as compared to 72 pounds for the present switchboard.

Telephone wire used by the Army in World War II weighed 132 pounds per mile. A new wire with better carrying capacity weighs only 48 pounds per mile. The Army used almost four million miles of field wire during the last war. An equal amount of the new wire would weigh almost 330 million pounds less than the 520-odd million pounds that amount weighed.

★ ★ ★

WEATHER is what Coast Guardsmen are out on North Atlantic ocean station patrol to report, and they get more than enough of the worst of it.

Rolling seas, high winds and freezing temperatures that cake layers of ice on deck fittings are only a few of the occupational hazards of a common winter's work. But the reports are estimated to save two dollars for every one spent in gathering them.

Weather data is collected, recorded and transmitted from 10 small areas, each 10 miles square, to furnish international weather reports. The U. S. Coast Guard alone mans stations Charlie, Dog, Easy and How, and joins with Netherlands weather vessels at Able and with Canadian ships at Baker. Four other stations, all foreign, are operated by France, England, Netherlands, Belgium and Norway.

Each Coast Guard cutter is a complete weather station in itself and an emergency search-and-rescue ship as well. In 1947 the cutter *Bibb* picked up 69 survivors of a trans-Atlantic plane downed at sea.

★ ★ ★

WACS ARE TAKING to the woods in ol' Virginny.

It's not that they're frightened by the bright lights of Camp Lee. Neither are they hiding from the revenuers. It's all part of the process of becoming good soldiers.

The basic training period at the WAC Training Center, Camp Lee, Va., is 13 weeks long. Of this period, one five-day week is spent in tents out in the wilds two and a half miles from the barracks.



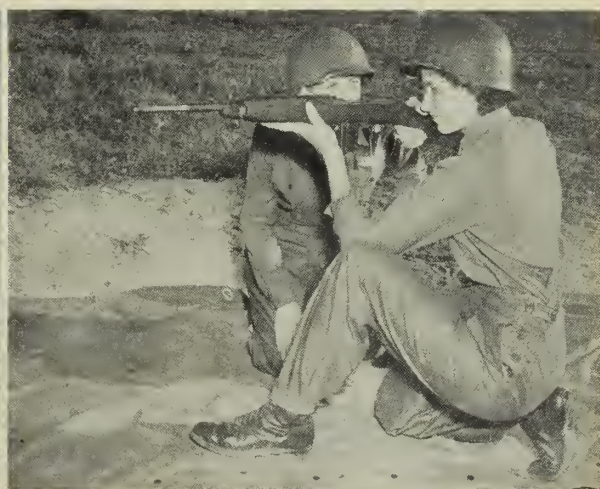
WALLOWING in trough of following sea, USCG cutter *Ponchartrain* battles it out on Ocean Station Baker.

Each day of field training begins when reveille rings through the 20 big tents at 0545. The day's activities may range from popping into foxholes (dug by men) to firing the regulation .30 caliber carbine. Although the firing is on a voluntary basis, most of the trainees steel themselves sufficiently to fire three or four rounds on the special range.

Outdoor night problems are included, with battle sounds thundering out of the public address system. This training teaches the WACs to get about competently in darkness and to detect the approach of the enemy. Before the week is out, they can whip a gas mask into place in a flash and can "hit the dirt" with the best of them.

Field day is held near the end of the week, but it isn't the same kind of field day the Navy has. This field day is held in the field, with the ladies competing for honors in proficiency in doing the things they have been taught how to do during the week. Led by trainees from the Center's leadership school, platoons of WACs set up and take down pup tents in no time at all, practically, and carry on simulated rescue work.

On Friday afternoon the WACs police their camp area, pack up their belongings and hike back to the barracks.



WAC BIVOUAC prepares trainees for life in field. Left: Filling canteens from lister bag. Right: Carbine instruction.

THE BULLETIN BOARD

Complete Service Career Will Be Outlined on New Separation Certificate

Personnel who are separated from the naval service now will have their service careers typed out for them in black and white on a new separation form.

The new certificate, called the "Report of Separation from the Armed Forces of the United States," will have included on it most of the whys and wherefores of your Navy service.

Once you get "on the outside," you will find that the Veterans Administration, Naval Reserve, Selective Service and certain civilian employment agencies are often anxious to see this particular form.

The new separation certificate is printed on a regular 8 by 10½ sheet of paper with many little blocks built up on the page like so many different-size bricks in the side of a building. All the necessary facts about your service career are fitted into these little blocks.

Should you be separated, it might be a good idea for you to have several photostats made of this separation certificate. Normally, you will only get two copies and you will find many people who will want to have a look at your service record.

The Report of Separation from the

Minnesota May Amend Veterans Bonus Law

Minnesota veterans who were on active duty for five or more years prior to 7 Dec 1941 may become eligible for state bonus payments if the next session of the Minnesota Legislature amends the present law.

As passed and as it now stands, the law excludes persons who were in continuous active duty for a period of five years or more prior to 7 Dec 1941. In answer to a question concerning this matter, Minnesota's Commissioner of Veterans Affairs stated, "... it is my personal belief that steps will be taken by the next legislature to amend the present law."

When and if that happens, **ALL HANDS** will publish full details.



"Yes, sir, I'd like a transfer. I've seen all the movies on the base—twice."

Armed Forces of the United States takes the place of three Navy certificates. The old ones are Notice of Separation from the U. S. Naval Service (NavPers 553), which the new one somewhat resembles in appearance; Standard Statement of Service (NavPers 556); and Certificate of Satisfactory Service (NavPers 554).

The new certificate went into effect 1 Jan 1950. It is being issued to all naval personnel who are separated from active duty whether or not such separation entails continued active service. It is also being issued to midshipmen on active duty (USN or USNR) whose status as such is terminated for any reason except to get their commission.

It will not, however, be issued in the case of personnel who:

- Are found physically disqualified upon reporting for active duty.
- Die while on active duty.
- Are separated from training duty.

According to BuPers Circ. Ltr. 196-49 (NDB, 30 Nov 1949), the issuing instructions, the new separation certificate is designed with an eye to:

- Providing separated personnel with a concise record of data pertaining to their active service in the armed forces.
- Obtaining civilian employment along the lines of their service experience.
- Obtaining state and federal veterans benefits.
- Applying for future reenlistment in the armed forces.

It carries the designation "Department of Defense Form No. 214."

Pennsylvania, Washington And Delaware Have Voted Bonuses for WW II Veterans

Three additional states, Pennsylvania, Delaware and Washington, have approved payment of bonuses to veterans of World War II.

Three other states — Illinois, Connecticut and New York — have changed certain bonus regulations since the last veterans bonus roundup was given in **ALL HANDS** (August 1949). New Jersey voted down a bonus proposal by a small margin in the November 1949 elections, while West Virginia plans to vote on the veterans bonus question in 1950. West Virginia's decision will affect veterans of both World War I and World War II in that state.

Deadline for applications for Illinois veterans has been extended two years from the former expiration date — to 1 July 1951.

Connecticut's deadline is also extended to 1 July 1951. That state now permits payment to career members of the armed forces and retired persons, who were previously ineligible. Also, Connecticut made certain revisions in its bonus law regarding payments to survivors of deceased veterans. Inquiries may be addressed to Office of the Treasurer, Veterans

Navy Strength Is 420,100; Marine Corps Has 82,000

New recruits for the Navy and Marine Corps tallied up to almost identical figures in November 1949, with 739 for the Navy and 738 for the Marines. Immediate reenlistments in the Navy were 5,438 for that month, 513 in the Marine Corps.

Other reenlistments were: Navy — 860; Marine Corps — 159. This made a total of 7,037 persons beginning Navy enlistments during the month, while 1,410 Marines launched into new hitches. Combined total strength of the two services dropped by 4,600 during the month, giving the Navy a numerical strength of 420,100 at the beginning of December, and the Marine Corps approximately 82,000 members at that time.

Bonus Division, State Armory, Hartford 6, Conn.

New York now accepts applications from veterans who did not return to the state after discharge or who have since left the state. Originally, the law required residence in the state at the time of application or a statement of intent to return.

Pennsylvania's bonus, which was voted for by a majority of voters in the November 1949 elections, is expected to require an outlay of 500 million dollars. While individual bonus payments will not be as large as some in certain other states, the large number of veterans claiming that state as their official residence brings the total prospective expenditure to a higher figure than that of any other state thus far. New York, another heavily populated state, has a lower maximum bonus payment than Pennsylvania's.

The summary below is based on the best information available to Veterans Affairs Section, BuPers, at the time of writing. ALL HANDS will carry additional details as they become available.

Pennsylvania

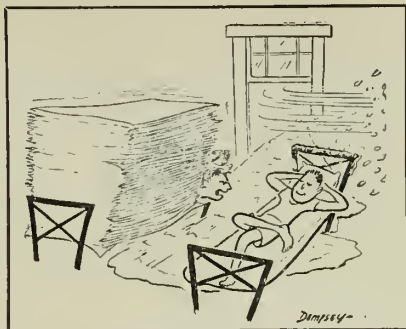
Amount — \$10 per month for domestic service, \$15 per month for overseas service. Service to be counted is that which occurred between 7 Dec 1941 and 2 March 1946, provided that the applicant entered the Armed Forces on or before 2 Sept 1945. Maximum is \$500, and this amount can also be paid to certain beneficiaries of deceased servicemen.

Service — At least 60 days' active service.

Residence — Legal residence in Pennsylvania at the time of entry into the service. Address inquires to Adjutant General, Pennsylvania State Capitol, Harrisburg, Pa.

Delaware

Amount — \$15 per month for domestic service, with a maximum of \$225. \$20 per month for overseas service, with a maximum of \$300. The \$300 maximum also applies to a combination of domestic and overseas payments. This same sum is authorized for next of kin of servicemen who died in service in the performance of duty. Next of kin of servicemen who died under other circumstances are eligible for the amount to which the serviceman



"Okay, so I haven't been to the Arctic Circle."

would be entitled if he were alive. Time is counted from 16 Sept 1940 to 30 June 1946, both dates included.

Service — 90 or more consecutive days unless serviceman was killed or was discharged or released for service-incurred injury or disability before the end of 90 days. Separation from the service must be under conditions other than dishonorable.

Residence — At least 12 months in the state before entry into the service.

Deadline — 1 Jan 1951. Address inquiries to Executive Director, Veterans Military Pay Commission, P.O. Box 1871, Wilmington, Del.

Washington

Amount — \$10 per month for domestic service and \$15 per month for overseas service. Time to be counted is that between 7 Dec 1941 and 2 Sept 1945, both dates inclusive.

Service — No minimum stated.

Residence — At least one year in the state of Washington immediately prior to beginning of military service. Address inquiries to the Veterans Rehabilitation Council, State of Washington, Olympia, Wash.

Washington's present bonus law replaces one which was declared unconstitutional earlier by the state Supreme Court. The present law has been found to be constitutional.

A forthcoming BuPers circular letter is expected to set in motion a procedure by which applications for state bonuses by naval personnel on active duty will be obtained and forwarded by COs of the various ships and activities.

BuPers Circ. Ltr. 199-49 (NDB, 30 Nov 1949) gives fuller information than presented here on the Delaware bonus. Similar circular letters are to be issued concerning the bonuses of Pennsylvania and Wash-

160 Top-Ranking EMs Now At Academy as Result of Navy-Wide Examinations

One hundred and sixty top-ranking Navy enlisted men from ships and stations throughout the naval establishment have been admitted to the Naval Academy by appointment of the Secretary of the Navy.

The 160 new midshipmen are those who came out with the best scores on the July 1948 Navy-wide competitive examination and who passed the Naval Academy entrance examination in April 1949 with the highest marks.

In preparation for the Academy entrance examination, all the candidates underwent an intensive seven-month preparatory course at the Naval School, Academy and College Preparatory, now at Newport, R. I.

Each man had first to take — and pass with a high score — the Fleet-wide competitive exam. This preliminary exam is set up to select outstanding enlisted men and send them to the Prep School for a crack at the Academy.

This preliminary exam covers the subjects of plane geometry, plane trigonometry, algebra, physics, U. S. history and English. In addition to passing the exam, each man has to be in tip-top physical shape.

Any man in the Regular Navy has the chance to qualify for an appointment to the Naval Academy in this fashion. Briefly, here's how. You must:

- Be of officer caliber.
- Be a United States citizen.
- Have completed one year's service by 1 July of the year you will enter the Academy.
- Be between 17 and 21 years of age.
- Have completed three years of high school or the equivalent.
- Pass the required physical exam.
- Be unmarried and never have been married.
- Be recommended by your commanding officer.
- Rank high on the Navy-wide competitive exam.

Should you lack some of the necessary high school credit, you may be able to make it up through USAFI courses. In any case, ask your education officer. He will have the answers.

First of Series on New Pay Act and How It Affects You

This is the first in a series of articles that ALL HANDS will carry describing the new pay act — officially called the "Career Compensation Act of 1949."

Congress passed the new pay act in October. It was the first wholesale revamping of the pay structure of the armed forces in 40 years.

For that reason, many a man in the Fleet will have questions concerning his pay under the new pay structure. Since disbursing officers will have their hands full getting their records in order without taking many hours to answer a multitude of questions, ALL HANDS feels that interpretative articles concerning different phases of the new pay act will help ease the strain and at the same time bring personnel up to date on what's coming to them.

LONGEVITY PAY

Let's take a look at your "longevity pay" under the new act.

"I was in the Marine Corps during the war but I transferred over to the Navy in 1946. Does my Marine Corps time count toward longevity?"

"I'm a metalsmith first class and

Medical Corps Holds Exams For Officer Candidates

Examinations were held during the period 16-20 January to select candidates for appointment to the grade of lieutenant (junior grade) in the Navy's Medical Corps.

To be eligible, candidates had to be graduates of approved medical schools in the U. S. or Canada. They had to be less than 32 years of age and have completed intern training in accredited hospitals or be able to complete it within four months after the examination.

I've been in for 23 years. How come I don't get any more longevity increases?"

These are some of the questions that are on the tips of many tongues. ALL HANDS can't hope to answer every question that will arise. But what follows ought to answer these three questions and perhaps a few more.

Under the Career Compensation

Act of 1949, the in-grade increases in pay which are popularly known as "longevity pay increases" are approximately \$14.70 and \$7.35 a month, depending on the pay grade of the person concerned. Increases are to be granted every two years of service up to 18 years of service.

This is quite a change. Under the old system you got an increase of five per cent of base pay each time you accumulated three more years of service in the Navy. You got this increase each three-year period up to 30 years.

The board of civilian experts that worked long and hard to devise the new pay structure for the armed services wanted a pay structure that would promote the best kind of career military service and felt that "longevity pay" raises were a good thing and that they should be continued in the new pay act.

But, they felt that longevity should be included in the new act on a little different basis from the longevity of the past. For example, under the old pay law, Charley Noble, boatswain's mate third class, got a five per cent increase in base pay *each time* he passed a *three-year* mark in his naval career.

Under the new plan, Noble will get a flat \$7.35 boost in longevity pay after *each two years* of service as a boatswain's mate third class *up to and including 16 years* in that rate. Upon completion of 18 years of service, Noble will receive a longevity increase of \$14.70. But after that, if he remains a boatswain's mate third, his base pay including longevity will remain the same. He will get no more longevity increases.

Why? Because the Navy figures that Charley Noble should by that time have advanced beyond BM3. Longevity pay is meant to be an incentive to advancement in rate. If Charley Noble doesn't advance beyond BM3 by the time he has done 20, his longevity increases cease and his base pay including longevity will remain the same for the remainder of his time in the Navy.

In the words of the experts, "Increases for length of service should provide a stimulus to do better work but should cease after a reasonable period of time so that a lower level

WAY BACK WHEN

The Way to Fight

Vigorous aggressiveness is a tradition that has been created in the Navy by its heroes, as this story of Winfield Schley, one of the colorful admirals of the past, will bear out.

It was a sultry afternoon in May 1863. Winfield Schley, then a lieutenant, was in temporary command of *Richmond* when Admiral Farragut signaled the fleet to bombard Port Hudson.

Schley's ship, the flagship on her star-

board quarter, led the line. Anxious to make a good showing, he was intent on battering his target—so much so, in fact, that he kept right on even after Farragut signaled to retire from action. It was true that Farragut's signal bunting hung limp from the flagship's masthead, and also that a haze further obscured it. But the fact was that Schley hoped the signal applied to some other ship. Finally, however, the other ships had all retired and Farragut's intention became too obvious for Schley to ignore.

When Schley went, a bit sheepishly, to report his action, the admiral gave him a stern lecture. "You begin early in your life to disobey orders," he said. "Did you not see the signal flying?"

Schley's stammering explanation about the difficulty in reading the signal was cut short by Farragut's admonition that he "wanted none of this Nelson business in his squadron about not seeing signals."

Following this scene on the quarter-deck, Farragut invited the young lieutenant into his cabin and poured him a glass of wine. "Had to blow you up, but that's the way to fight. Have a drink."



of responsibility will not receive the pay of a higher level and thus remove the incentive of striving for promotion.

"It is hoped and expected that under these promotion systems outstanding (petty) officers will advance to high rates at the peak of their effectiveness. They must be rewarded for this accomplishment by commensurate pay.

"To aid in accomplishing this purpose, the scale provides that increases based on years service cease in each grade when it is reasonably expected that the individual should have advanced to the next higher grade."

On the other hand, instead of staying a BM3, suppose Charlie Noble moves right up the line and makes chief boatswain's mate in his 15th year in the Navy.

Now, not only will Noble's regular pay increase considerably from the amount he was drawing when he was a BM3, but his longevity pay will rise from \$7.35 to \$14.70 in his 18th year and will be boosted another \$14.70 in his 22nd year and another \$14.70 in his 26th year.

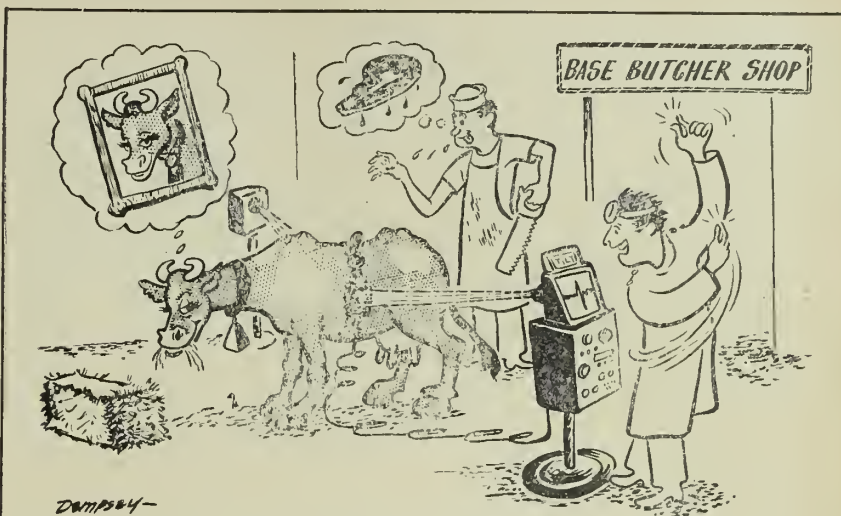
After that his base pay including longevity will level out at that figure. When Charlie Noble retires as a BMC at the end of 30 years, he will have been drawing \$294 in base pay plus longevity alone. That's not including subsistence, quarters, reenlistment bonuses and special pay which may also be coming to him.

How can you determine for yourself just how much time you have accumulated for longevity purposes? It's not easy but roughly here is the way to do it:

The following periods of service count toward longevity time —

- All periods of active service you have had as a commissioned officer, commissioned warrant officer, warrant officer, Army field clerk, flight officer, and enlisted man in any Regular or Reserve component of any of the uniformed services.

- All periods in which you were an enlisted man or held an appointment as a commissioned officer, commissioned warrant officer, warrant officer, Army field clerk or flight officer in the Regular Army Reserve, in the Organized Militia prior to 1 July 1916, in the National Guard of the United States, in the Organized Reserve Corps, in the Officers' Reserve Corps,



Sonar Developed as Weapon for Medical Science

A peacetime application of sonar to the human body promises to give the medical profession a new weapon with which to save lives.

If the newly developed instrument fulfills its early promise, doctors will have a valuable partner for the x-ray machine in spotting foreign objects lodged in the tissues of the body.

Gallstones, for example, may be able to be definitely located by the sonar technique. A gallstone is an elusive thing to a doctor. Sometimes an x-ray can discover its presence in the body and at other times it cannot. Scientists hope that their "medical sonar" will make discovery more certain and therefore a cure faster.

The new technique was developed by Dr. George D. Ludwig of the Naval Medical Research Institute at Bethesda, Md., and experiments on animals have proved highly successful.

Here's how it works. Like a small sonar set, this medical seeing eye shoots high frequency sound waves into the body from a small generator pressed firmly against the skin. The sound waves enter the body and bounce back from a bone or a foreign substance in their path, producing the familiar "pip" on a nearby scope.

The pip is the thing. Noting the distance across the scope that the pip appears, a doctor will be able to tell how far into the body the object is. From the size and shape of the

pip, he will be able to tell something of the shape and substance of the object he is hunting.

Different objects in the body will produce a wide variety of pips. The pip from a bone will be quite different from the pip from a wooden splinter. The pip from a bullet lodged in the tissue will be completely different from that of a bubble of gas in the stomach (gas bubbles, incidentally, throw off very good pips).

Once the surgeon spots a foreign object in the body, he may "shoot" it from several different angles. The result is a triangulation procedure similar to that used in ordinary surveying which will enable the surgeon to pinpoint the exact location of the object.

Armed with this information, he will then know exactly where and how deep he must cut in order to remove the object.

Navy medical men emphasize however that the new medical sonar has not yet been tried on humans. But it has been adequately demonstrated that the intensity of the sonar beam will cause no harm to living tissue.

The big advantage of this new wrinkle in medical science is that sonar can spot certain substances that are "transparent" or "translucent" to x-rays. Plastics, wooden objects, certain light metals as well as organic objects like gallstones do not always register on the x-ray plate.

problems and operational logistic problems. Logistics students undertake specialized studies in war potential, national mobilization, transportation, mobile Fleet support, advanced bases, logistic organization and planning, and additional problems in naval operational logistics. At the end of the year, all classes join in the final problem and discussion of global strategy.

- Command and Staff Course, of 10 months' duration commencing 10 Aug 1950 for Regular Navy line officers of lieutenant commander grade with seven to 10 years of commissioned service. The study and solution of problems in strategy and tactics, chart and board maneuvers, capabilities of aircraft, ships and weapons, international law and relations, logistics, communications, intelligence, nuclear physics, and development of skill in the organization, functions, and procedures of operational staffs. Prepares students for duty in command and operational staffs.

Rapid-Reading Course Gets Try-Out by Marine Corps

Marine officers at Marine Headquarters in Washington, D. C., are going back to school to learn how to read faster.

They could probably read more rapidly than the average person before they started the new rapid-reading course, but when they get through they'll be able to read twice as fast as before. And they will be able to comprehend what they read just as well as they ever did.

The new method for increasing speed and efficiency in reading phrases and word groups was tried originally by six groups of 15 high ranking Marine officers. One hour a day for 25 days is spent in the course. Words and numbers are flashed on a screen for a period of one one-hundredth of a second, which has been found a long enough time for recognition. The words and numbers grow longer as the student progresses, but the time for looking does not.

Development of the course came about through research by leading universities. Similar training was given some members of the armed forces in connection with aircraft recognition during World War II.

WOs Distributed into Four Pay Grades

The Navy's warrant officers have been distributed into four new pay grades to conform with the provisions of the Career Compensation Act of 1949.

The Career Compensation Act is the "pay raise" act passed by Congress and signed into law by the President.

Under the Career Compensation Act every officer and enlisted man in the Navy except the rawest recruit was given a raise in basic pay. How much more money each man receives was shown on the new pay chart which appeared in *ALL HANDS*, November 1949, p. 45.

The four warrant pay grades were outlined in Alnav 97 (NDB, 15 Oct 1949) which implemented the warrant officer provisions of the new act. For the Navy warrant officer, the four pay grades are as follows:

- *Pay Grade W-1* — All warrant officers.

- *Pay grade W-2* — Commissioned warrant officers who have less than six years' commissioned service.

- *Pay grade W-3* — Commissioned warrant officers having six years' but less than 12 years' commissioned service.

- *Pay grade W-4* — Commissioned warrant officers having 12 years' or more commissioned service.

This "initial distribution" of warrant officers provided further that all commissioned warrant officers who are not granted a certificate of creditable record following the completion of either 10 or 20 years' commissioned service, as applicable, will be assigned to pay grade W-2 if, on 30 Sept 1949, they were entitled to the pay of a commissioned warrant officer with under 10 years of active commissioned service, and to pay grade W-3 if, on 30 Sept 1949, they were entitled to the pay of a commissioned warrant officer with over 10 but under 20 years' commissioned service.

In adding up their "commissioned service," commissioned warrant officers of the Regular Navy may count all inactive commissioned service in the Naval Reserve and Marine Corps Reserve as well as all active commissioned service in the Navy, Marine Corps or Coast Guard. On the other hand, no time spent in inactive status on the retired list may be counted.

Warrant officers will be interested in other important features of the distribution plan:

- Promotion from warrant officer to commissioned warrant officer will continue as prescribed under existing law.

- Following this initial distribution, permanent commissioned warrants who have served or are serving under temporary appointments in the grade of ensign or above will be considered for placement in higher warrant officer pay grades on the basis of performance of duty.

- All further advancements to pay grades W-3 and W-4 will be made under regulations to be promulgated.

- The provisions of Alnav 97 apply as well to permanent warrant and commissioned warrant officers now serving under temporary appointments in higher grades and to permanent enlisted men now serving under temporary appointments as warrant and commissioned warrant officers. These men, however, will not be paid on the basis of their new permanent pay grades until the end of their temporary status.

- Excluded from the foregoing are retired commissioned warrants who were advanced to such grade in accordance with the provisions of the Act of 7 May 1932.

Cutbacks Due to Budget Hit 35 Squadrons, 6 Air Bases

Five naval air stations are being reduced to a maintenance status and one air facility is being inactivated in cutbacks in current and projected expenditures.

Naval air bases being reduced to maintenance status are NAS Bermuda, NAS Roosevelt Roads, P. R.; Naval Air Facility, San Juan, P. R.; NAS Trinidad, B. W. I., and NAS Coco Solo, C. Z. Naval Air Facility, Charlestown, R. I., is being inactivated.

Four attack carrier air groups have been decommissioned in the economy move. They are CVG 9 at Charlestown, R. I.; CVG 13 and CVG 8 at Jacksonville, Fla., and CVG 15 at Alameda, Calif. Altogether the cutback puts 28 naval and seven Marine Corps aircraft squadrons out of commission. The reduction is slated for completion by 28 Feb 1950.

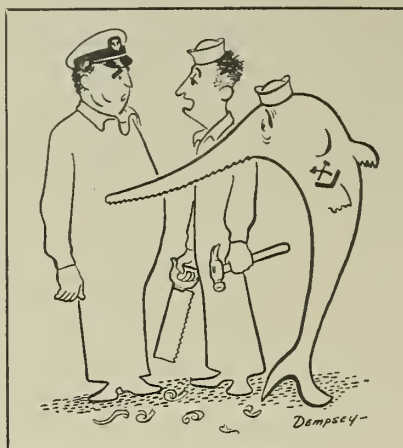
Inter-Service Photography Contest Rules Are Announced

A new inter-service photography contest is in progress, with the Navy, Army and Air Force each holding eliminations among entries from their own personnel. Deadline for arrival of Navy finalists' photos at BuPers is 30 Apr 1950.

Individual prizes for the contest will be provided jointly by the competing services. A first, a second and a third prize will be awarded in each of the four categories of black-and-white photographs and in the one category of colored photographs. One grand prize will be awarded for the black-and-white photograph judged "best of show."

In addition, the perpetual Inter-Service Photography Contest Trophy will be awarded to the service with the greatest number of points. Points will be granted as follows: first place—10 points, second place—7 points, third place—5 points, fourth place—3 points, and fifth place—1 point.

Announcement of the contest and a listing of its rules are given in BuPers Circ. Ltr. 205-49 (NDB, 15 Dec 1949). The directive states that all Navy, Marine Corps and Coast Guard personnel on active duty, including members of reserve components on active duty for a period of more than 90 days, are eligible to participate. Army and Air Force personnel attached to a Navy unit or a joint unit



"He's new in the shop."

under Navy jurisdiction will compete in the eliminations sponsored by the nearest Army or Air Force installation. Personnel attached to MATS will compete in the MATS eliminations. Upon completion of the MATS eliminations, all entries entered in the MATS eliminations will be submitted by MATS to the departments concerned.

Here are the rules:

- Photographs will be judged on appeal of subject matter and on composition and technical excellence.
- No photograph may be withdrawn during the contest.
- Photographs may be retained for

use as pictorial material for publicity purposes and for possible official use by the Navy. Transparencies will be returned directly to the individual contestants after publicity requirements have been met.

- In the event of a change of military address of any contestant after entering, the contestant should notify the Chief of Naval Personnel of such change.

- Portraits must be accompanied by a statement signed by the subject or subjects. This statement must authorize the entry of the photograph in the contest and its reproduction and use in connection with contest publicity or by the Navy Department.

- No official military photographs will be submitted as entries. The use of Government material and equipment not normally available to personnel not assigned photographic duties is prohibited.

- No liability or responsibility can be assumed by the Navy for loss of or damage to any photograph submitted.

- Black-and-white photographs submitted in the contest must be taken and processed by the individual contestant.

Five categories of photographs have been established for the contest, of which four are various types of black-and-white photos. The five are as follows:

Service life — on duty and at leisure: Photographs documenting typical scenes from daily life in the service, compositional photographs of equipment and surroundings, and recreational photographs.

Landscapes and architecture: Photographs of scenery, landscapes and seascapes, picturesque buildings, bridges, monuments and similar structures.

People and customs: Portraits, photographs depicting personalities, customs, picturesque surroundings; beach scenes, fashion studies and other full-length photographs of people.

General pictorial: Story-telling photographs, humorous shots, photographs of pets, compositional or abstract photographs, and miscellaneous subjects.

Photographs of these types — all black-and-white categories — must be

HOW DID IT START

The Tide

The tide puzzled the minds of the peoples of antiquity and many superstitions grew up to explain its cause.

To the early Mediterranean sailors the phenomenon of the tide was almost unknown since the tides were of no great significance.



nificance. Caesar's soldiers, for example, were certain they were witnessing the end when they first beheld the ebbing tide on the north coast of Europe.

But fellows like Plato were familiar with the tide and tried to explain it. Plato believed the world was a living thing and the tides were caused by the breathing of this huge creature.

Among sailors outside the Mediterranean area there was a belief that the tipping motion of the earth accounted for the tide. Others thought low tide resulted when the sea retired into the air.

To most peoples some divine force was at work. For instance, Thor, a Norse god, was supposed to be raising the water by blowing his breath into the ocean depths. Some believed a huge monster of the deep was throwing his weight around to cause the tide.

submitted to the Chief of Naval Personnel mounted on 16 by 20-inch mats. It is preferred that the photographs themselves be 11 by 14 inches in size, but 8 by 10-inch photographs will be accepted.

Color transparencies will be submitted by a separate category, and will be judged independently from the black-and-white photographs.

Thirty-five millimeter transparencies must be submitted in standard two by two-inch mounts. Other sizes of color transparencies up to and including the 4 by 5-inch size must be mounted on 5 by 7-inch mats. The mats should be provided with rectangular cut-outs so that the transparencies may be viewed when lighted from the reverse side.

All color transparencies must be protected to prevent scratching in transit. Tinted black-and-white prints are ineligible. Color prints must be provided with suitable mounts.

Each photo mounting must have an envelope attached to the back with 16 items of information enclosed within, in quadruplicate. The items of information to be enclosed are as follows: name, date, rate, serial number, military address, permanent home address, name of home-town newspaper, title of photograph, category, type of camera, size, type of film and exposure and aperture used, type of paper, developer; special treatments used such as toners, paper, negatives, etc.; and an informative paragraph which should include any interesting details about the subject and conditions under which the photograph was taken and processed.

In addition, the following statement must be signed by each contestant and witnessed by his recreation officer: "I have read and agree to abide by the rules and regulations established by BuPers Circular Letter No. 205-49. I further certify that the photograph submitted herewith was taken by myself, and if black and white, processed by myself."

In the case of portraits, the following statement must be signed by the subject(s): "The entry of the attached portrait in the Inter-Service Photography Contest is authorized, and permission is granted for its reproduction and use."

For purposes of the contest, all naval activities are divided into eight groups. The groups and the areas

that comprise them, along with the commands which will select finalists from the various groups, are listed below:

West Coast Group — Activities within the 11th, 12th, 13th and 17th Naval Districts: Com11.

Pacific Fleet Group — All Pacific Fleet units on the U. S. west coast: ComWesSeaFron.

Hawaiian Group — Activities ashore and afloat in the Hawaiian area: ComServPac.

Far East Group — Activities ashore and afloat west of the Hawaiian Islands: ComServPac.

South Central Group — Activities within the 6th, 8th and 9th Naval Districts: Com6.

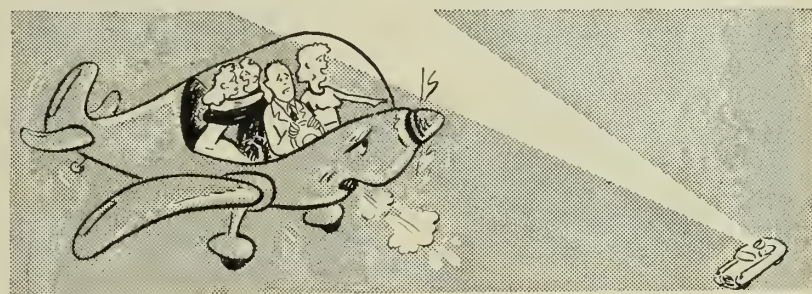
Northeastern Group — Activities within the 1st, 3rd and 4th Naval Districts: Com3.

Middle Atlantic Group — Activities within the 5th, 10th and 15th Naval Districts and the Potomac River and Severn River Naval Commands: ComPRNC.

Atlantic Fleet Group — Fleet and shore-based units of the Atlantic Fleet including Atlantic Fleet units operating under CincNELM: ComServLant.

Each of the commanders will select not more than 50 photographs in each category from activities within his group and forward them to the Chief of Naval Personnel. These must arrive prior to 1 May 1950. Judging of the finalists from all services will take place in Washington during May.

Only one inter-service photo prize was awarded last year, and that went to LtCol Richard Wallace, usmc, for his picture entitled "Small Fry."



Former Flier Remembers Training, Helps Plane Land

Even as to the sounds you learn to recognize, Navy training stays with you.

The case in point concerns a former Navy pilot, Lieutenant (junior grade) Paul V. Langslet, USNR, who served in wartime at naval air stations in Bunker Hill, Ind., and New Orleans, La. Separated in 1945, he now lives at his home in Susanville, Calif.

Not long ago he was awakened from deep slumber at three in the morning by the repeated, persistent buzzing of a plane overhead. To a former flier, that desperation sound meant only one thing — trouble.

Dressing hurriedly, Langslet rushed out to his car and signalled the plane by turning the car's spotlight into the air.

Then, with his spotlight still pointed upward, he quickly drove three miles to the town's darkened airport. Overhead, the plane followed the moving light.

Langslet, after switching on the field's emergency landing lights, stood by to wait. Within a few minutes the plane came out of the darkness to land on the rain-soaked field.

Its occupants were four very happy people, members of a wedding party that had left Oakland, Calif., at midnight bound for Reno, Nev. At that city a bad storm prevented them from landing, and the following frantic search for a landing field took them over the countryside 100 miles to Susanville.

When no landing lights showed there, the pilot knew there was no more time for looking. He buzzed the city — and found in Langslet a man who reasoned why and knew what to do.

A measure of gasoline still remaining in the plane's tanks made the four even more happy. In another 20 minutes the plane would have been completely out of fuel.

Ensign Commissions Open In Supply-Administration Of Medical Services Corps

Would you like to compete for a commission as ensign in the Supply and Administration Section of the Medical Service Corps? If so, your request to be considered as a prospective candidate should be forwarded to your CO in writing prior to 1 Dec 1950 for next year's program. Deadline for this year was 1 Feb 1950.

A procurement program to obtain personnel for appointment to the rank of ensign in the Supply and Administration Section of the Medical Service Corps was begun through

WHAT'S IN A NAME



Loggerheads

Like many of the more graphic expressions in the language today, "to be at loggerheads," now used to describe a serious difference of opinion, has a nautical background. But to be "at loggerheads" with some one once indicated an opposition much more violent than the expression commonly denotes today.

Back in the days before landlubbers had added loggerhead to their vocabularies, a loggerhead was a long-handled iron implement that was heated in the galley range and then used to soften pitch. The heated loggerhead would be plunged into a bucket of pitch to soften and melt it so that it could be used, with oakum, in caulking the seams of decks and sides.

To the ingenious men of the sea, however, these sizzling loggerheads also served as effective instruments of combat. Not only were they useful in meeting an individual adversary, they frequently substituted for matches. Before battle a certain number of loggerheads were placed in the fire and were kept heated to use, if need be, in setting off the powder train that led to the vent of a gun.



"Take a letter? Yeah, chief, where to?"

BuPers Circ. Ltr. 210-49 (NDB, 15 Dec 1949). Eligible to compete if they meet suitable requirements are:

"Personnel whose permanent status in the Hospital Corps of the Regular Navy is commissioned warrant officer, warrant officer, chief hospital corpsman, chief dental technician, hospital corpsman first class, or dental technician first class."

Here are the requirements:

- Have passed their 21st birthday but have not passed their 32nd birthday at the date of appointment. Female applicants must not have passed their 30th birthday at date of appointment.

- Be citizens of the U. S., either native born or naturalized for a period of 10 years prior to date of examination. For applicants who served on active duty during World War II, consideration will be given to waiving part of this time on a year-for-year basis.

- Serve as petty officer first class or higher for at least one year prior to the date of examination.

- Have successfully completed four semesters — two years — of work toward a degree in an approved college or university, or have passed the USAFI Educational Qualification Test 2CX or its equivalent. The results of this test must be available in applicant's record in the absence of the formal educational requirements.

- Enlisted applicants must have no record of conviction by deck court, summary court-martial or general court-martial during the two-year period preceding the date of written examination.

- Must be physically qualified for original appointment in accordance with the physical requirements for appointment in the Staff Corps for male and female officers.

- Women applicants may not be

married, or may not be the mother of a child under 18, the foster parent or adoptive parent or personal custodian of a child under 18. They may not be the stepparent of a child under 18 if the child lives within the applicant's household for more than 30 days per year.

- In addition, applicants will be required to complete satisfactorily a written professional examination.

Written examinations will be given throughout the service on 15 May or a date set by BuPers. It will normally be approximately five months after the written examinations that the appointments will be put into effect. Age limitations are established for the date of appointment. The circular letter cautions applicants to keep this point in mind in computing eligibility as regards age limits.

The procedure for applying and for taking examinations is outlined in detail in BuPers Circ. Ltr. 210-49. It is anticipated that at least 50 per cent of the vacancies in the grade of ensign in the mentioned specialty will be filled annually by procurement from enlisted Hospital personnel.

Two Reserve Groups Awarded Forrestal, Nimitz Trophies

Organized Naval Reserve Division 4-5 of Camden, N. J., won the James Forrestal Trophy in 1949 as the best surface training unit in the U. S. First prize for Reserve submarine units — the Fleet Admiral Chester W. Nimitz Trophy — went to Organized Submarine Division 1-41 of Providence, R. I.

Competing units throughout the U. S. were rated for general efficiency in the fields of personnel, administration and training, during the period of 1 July 1948 to 1 July 1949. An inspection board appointed by the Navy Department made the final selections from among divisions nominated as best in the various naval districts.

The two winning divisions will be awarded the trophies at appropriate ceremonies and will keep the trophies until next year's winners are determined. In addition, they will be awarded plaques as permanent prizes.

Winners last year were Division 1-13 of Fall River, Mass., and Division 3-32 of Brooklyn, N. Y., for the surface and submarine trophies, respectively.

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs, Navacts, and BuPers Circular Letters, not as a basis for action. Personnel interested in specific directives should consult Alnav, Navact and BuPers Circular Letter files for complete details before taking any action.

Alnavs apply to all Navy and Marine Corps commands; Navacts apply to all Navy commands; and BuPers Circular Letters apply to all ships and stations.

Alnavs

No. 112 — Announces the naming of John F. Floberg as Assistant Secretary of the Navy for Air.

No. 113 — Restricts the announcing of certain military matters by all except the Secretary of Defense, including the assignment of personnel, affecting the Mutual Defense Assistance Program, the North Atlantic Pact, or other international programs.

No. 114 — Makes certain changes in Military Pay Instruction Memorandum No. 1 to volumes 5 and 8 of BuSandA manual.

No. 115 — Holiday greetings from Secretary of the Navy Francis P. Matthews to military and civilian personnel of the Navy and Marine Corps.

No. 116 — Concerns line selection board meeting to recommend officers for promotion to captain.

No. 117 — States that any enlisted person on active duty on 1 Oct 1949 who is entitled to "saved pay" is eligible for discharge upon application.

No. 118 — President Truman's approval of listed officers for temporary promotion to the rank of rear admiral.

No. 119 — Refers to AlNav 117 stating that reenlistees or those who have extended on or after 1 Oct 1949 are not eligible for discharge.

BuPers Circular Letters

No. 200 — Refers to modifications of monthly fiscal report.

No. 201 — Cancels BuPers Circ. Ltr. 245-48 insofar as it pertains to retirement or separation for physical disability.

No. 202 — Invites applications from qualified personnel for electronics training at Naval School, Electronics Maintenance, NTC Great Lakes, Ill.

No. 203 — Encourages applications for underwater demolition team duty and cancels BuPers Circ. Ltr. 170-48.

No. 204 — States qualified commissioned officers who are heavier-than-

Seat-Ejection School Graduates Join Kigmy Klan

Pilots of Marine Fighter Squadron 122, Second Marine Air Wing, based at Cherry Point, N. C., think they have something in common with Al Capp's wonderful little kigmjes. They're not kidding — any more than the kigmies are. The fact is, the pilots, like the little schmoosh-shaped inhabitants of Dogpatch, are on the receiving end and don't care.

The whole thing goes back to the



seat-ejection school — which everybody knows is a school that teaches fliers how to be calmly fired out of a jet plane, seat and all. In the school, as in real life, the seat starts rising a split second before its occupant does. There ensues a sudden and considerable force applied to the back of the occupant's pants.

Pilots of VMF 122 who complete the seat-ejection course are eligible to join the exclusive "Kigmy Klan." Members of the Klan are privileged to carry the coveted membership card showing a kigmy in helmet and goggles. The bright-eyed, pleasant-faced kigmy wears upon his seat of authority the words Marine Fighter Squadron 122.

air pilots may request lighter-than-air training at NAS Lakehurst, N. J.

No. 205 — Outlines rules and eligibility for the Inter-Service Photography Contest for 1950.

No. 206 — Concerns officer and enlisted allowances for the remaining fiscal year of 1950 and fiscal year 1951.

No. 207 — Designates appropriate activities where personnel eligible for separation will be transferred for separation.

No. 208 — Use and distribution of all current informational material concerning veterans rights and benefits is outlined.

No. 209 — Gives information concerning examination of officers for promotion and cancels BuPers Circ. Ltr. 40-49.

No. 210 — Has information regarding procurement of personnel for appointment to the rank of ensign, supply and administration section, Medical Service Corps.

No. 211 — Amends Alnav 47-49 in part, modifying the Medical Corps transfer program.

No. 212 — States that the Athletic Gear Renovating Depot, U. S. Naval Disciplinary Barracks, Terminal Island, Calif., is inactivated.

No. 213 — Gives permissible changes for "No Change" entries on Personnel Diary form NavPers 501.

No. 214 — Announces exams will be held for ensigns who become due for promotion and other officers who are selected for temporary promotion to higher rank during 1950.

Reservists Now Can Extend Enlistments More Easily

New procedures by which inactive Naval Reservists can more easily extend their enlistments are now in effect.

Service records of men in the Volunteer Reserve who are not affiliated with an organized unit are maintained by commandants of naval districts or by river commands. The new system is expected to prove most valuable in respect to these people. By referring to service records, commandants find which persons are approaching the end of their enlistments. Approximately 90 days before expiration date a new type form is sent to the Reservist. This form requires only the Reservist's signature and the signatures of two other persons at least 21 years of age. Upon receipt of the "Agreement to Extend Enlistment" form, the commandant puts the extension into effect.

For men attached to or associated with Organized Reserve units, the process is simpler. As their records are kept at unit commands, usually near their homes, the unit CO can contact the man personally.

The new streamlined plan for handling extensions is not intended to replace or discourage reenlistments. Extensions are for four years.

If the agreement form is not returned with an indication that the Reservist wishes to extend his enlistment, he will be discharged on the date his enlistment expires.

Chief Quartermaster Wins Top Award in Contest with An Essay on Terminology

Second prize in the 1949 Naval Institute Special Enlisted Prize Essay Contest was awarded to a Navy chief quartermaster for his essay entitled "Naval Terminology Today — Two Point Five."

No first prize was awarded in the 1949 contest, which was open to all non-commissioned personnel on active duty in the Navy, Marine Corps and Coast Guard. Judges were of the opinion that none of the entries was of sufficient merit to justify a first award. The second prize, won by William J. Miller, QMC, USN, consisted of honorable mention and a cash award of \$200. Miller's essay was published in the January 1950 issue of *Naval Institute Proceedings*.

In addition, an essay entitled "Berlin Airlift Proved Unification Can Work" was accepted for publication as a regular article. Its author, Brendan P. Mulready, JO1, USN, was reimbursed at the maximum rate paid for articles.

The Naval Institute's new Special Enlisted Prize Essay Contest for 1950 began on 1 Jan 1950. Deadline for entry of essays is 1 Aug 1950. This contest is open to any enlisted man



"No, Jenkins, that ain't the quarterdeck log."

or woman of the Navy, Marine Corps or Coast Guard who is on active duty. A prize of not less than \$300 and of not more than \$700 will be awarded for the best essay submitted on any subject pertaining to the naval profession, should the Board of Control consider the essay to be of sufficient merit. With this prize goes a gold medal and a life membership in the Institute. Should the prize be awarded to a previous winner of the Naval Institute's General Prize Essay Contest or the Enlisted Prize Essay Contest, a gold clasp suitably engraved will be given instead of the medal. Instead of the life membership in the Institute, such a winner will receive the commuted value of life membership.

Regardless of the award of the prize, one or more essays may receive honorable mention if of sufficient merit. Essays awarded honorable mention will receive such compensation as may be adjudged by the Board of Control. It will not include a life membership in the Institute.

If no essay is adjudged of sufficient merit to receive the prize or an honorable mention, the best essay submitted may receive a special award instead.

Here are the rules for the Naval Institute Prize Essay Contest, 1950:

- Essays should not exceed 8,000 words.

- Essays must be received by the Secretary-Treasurer on or before 1 Aug 1950.

- The competitor's name must not appear on the essay. Each essay must have a motto in addition to the title. This motto must appear on the title page of the essay, on the outside of

a sealed envelope containing identification of the competitor, and above the name and address of the competitor inside the envelope containing this identification. This envelope will not be opened until the Board has made the awards. Essays and identifying envelope must be mailed in a large sealed envelope marked "Enlisted Prize Essay Contest."

- The awards will be made by the Board of Control, voting by ballot and without knowledge of the competitors' names.

- The awards will be made known and presented to the successful competitors as soon as practicable after the September meeting of the Board.

- All essays must be typewritten, double spaced, on paper eight and one-half by 11 inches in size. Three complete copies must be submitted.

- Essays awarded the "Prize," "Honorable Mention," or "Special Award" are for publication in the *Naval Institute Proceedings*. Essays not awarded a prize may be published at the discretion of the Board of Control.

- Essays should be analytical or interpretive, and not merely an exposition or personal narrative.

The address is: Enlisted Prize Essay Contest, U. S. Naval Institute, Annapolis, Md.

Officer Promotion Exams To Be Held in May and June

Officer promotion examinations will be held Navy-wide in May and early June of 1950, on dates announced by the Bureau of Naval Personnel. Promotion tests will be held:

- Beginning 16 May 1950 for ensigns and selectees for temporary promotion to the grades of lieutenant and lieutenant commander.

- During the period 15 May to 15 June for commander and captain.

Announcement of the dates was made in BuPers Circ. Ltr. 214-49 (NDB, 31 Dec 1950).

The directive noted that the scope of the examinations, including those for lieutenant (junior grade) of the line selected by a board convened on 28 Nov 1949, is contained in BuPers Circ. Ltr. 178-40 (NDB, 31 Oct 1949). Other instructions are contained in BuPers Circ. Ltr. 209-49 (NDB, 15 Dec 1949).

More Training Courses Now Available to Enlisted Men

The following Navy training courses for enlisted men are now available to the Fleet:

Personnel Man 3	NavPers 10256
Opticalman 3, Vol. I	NavPers 10196
Lithographer 3 and 2	NavPers 10450
Construction Electrician's Mate 3 and 2	NavPers 10636
Surveyor 3 and 2	NavPers 10632
Quartermaster 1 and Chief	NavPers 10127
Fire Controlman 1 and Chief, Vol. I	NavPers 10168
Opticalman 3, Vol. II	NavPers 10197
Damage Controlman 1 and Chief	NavPers 10572
Essentials of Mathematics for Naval Reserve Electronics	NavPers 10093

In order to qualify for advancement in the above ratings, naval personnel must complete (and pass) the course applicable to their rate. For a complete list of Navy training courses now available, see ALL HANDS, January 1950, p. 52-53.

Information About Examinations for Promotion of Officers

Here is a new summary of information regarding examinations for promotion, of interest to all officers on active duty in Regular Navy billets in the grade of ensign or above.

BuPers Circ. Ltr. 209-49 (NDB, 15 Dec 1949) from which this information was obtained, cancels and supersedes BuPers Circ. Ltr. 40-49 (NDB, 28 Feb 1949), the last previous directive of that type.

To begin with, the circular letter mentions several requirements that an officer must fulfill to be eligible for promotion. These are listed below:

- He must be selected by a selection board, or in the case of ensigns he must have completed three years' service in grade.

- He must be found physically qualified by a formal Navy board of medical examiners.

- He must be found mentally, morally and professionally qualified by a naval examining board.

- Upon being found fully qualified, the candidate must be nominated by the President and confirmed by the Senate for appointment to a higher rank. Promotion is finally put into effect when vacancy exists in the higher rank for which the officer is selected.

- In addition to these requirements, permanently commissioned Regular unrestricted line officers and limited duty line officers in the grade of lieutenant and above must have two years' sea or foreign service in grade. Sea and foreign service are defined in BuPers Circ. Ltr. 144-49 (NDB, 15 Sept 1949).

Permanently commissioned Regular Navy officers, ensign through commander, are required to take a written professional examination for promotion. Two directives reveal the scope of these examinations and contain information useful to the officers who may take the examinations. They are BuPers Circ. Ltr. 178-49 (NDB, 31 Oct 1949) and OpNav Ltr. of 12 Oct 1949 (49-727 in NDB, 15 Oct 1949). The circular letter being summarized here urges all candidates for promotion to read these directives. It directs special attention to the footnotes.

Temporarily commissioned officers (USN-T) and Naval Reserve officers are not required to take a written

QUIZ ANSWERS

Quiz Aweigh is on Page 19

1. (b) HRP-1. This high-speed windmill carries, besides a pilot and co-pilot, five passengers. Overloaded, it can handle eight or 10.
2. All three are correct.
3. (c) I.C. electricians.
4. (a) Pipe fitters.
5. (c) AV. Pictured is *uss Pine Island*.
6. (b) 9,000 tons.

professional examination. Naval Reserve officers are required to complete correspondence courses in order to qualify for promotion. Information about these courses is available in *Administration and Use of Naval Correspondence Courses*, NavPers 10840, March 1949.

The physical examination is applicable to all officers and is independent of the professional examination. The Bureau will notify candidates by Alnav or circular letter when to undertake their physical examinations. Normally, such notification will be given a short time before the candidates become due for promotion. This may be before or after the professional examination.

Supervisory examining boards and boards of medical examiners will in most cases be available with little or no travel. Where travel orders are necessary, they may be issued by the

commanders listed in BuPers — BuSandA Joint Ltr. of 17 May 1949 (NDB, 31 May 1949). Where this is not practicable, BuPers will issue travel orders on request.

The directive calls on ensigns who are about to complete three years' service in grade and officers on a promotion list to carry out the following procedures:

- Verify areas and technical specialties of examination by checking latest circular letters and their amendments and addenda.

- When directed by CO, report to supervisory examining board for written professional examination.

- Candidates who are to take the examination in navigation and piloting and in aerial navigation should take necessary drawing instruments to the examination.

- Assume that last regular fitness report has been forwarded to BuPers.

- When directed by CO, report to a board of medical examiners to establish physical fitness for promotion.

Reserve officers and temporarily commissioned officers are required to carry out only the last two items mentioned above.

The directive includes a list of distribution centers from which examination questions can be obtained and other information of special interest to COs.

Savvy Signal Officer Helped Word Famous Message

Many is the signal officer who has temporarily lost popularity by insisting upon the exact wording of a signal to be transmitted.

Let him take heart. Even the mighty Horatio Nelson, one of the most able commanders in English naval history, wasn't above taking a tip from his signal officer.

As a matter of fact, the most famous signal ever to fly from the yardarm of a British man-of-war bore the mark of an astute signal officer.

In the tense minutes before the Battle of Trafalgar in which Nelson went to his death and the English squadron went to its glory, Nelson strode across the deck of *Victory* and said to his signal officer, one Lieutenant Pasco, "Mr. Pasco, I wish

to say to the fleet, '*England confides that every man will do his duty.*'"

"If your lordship will permit me to substitute *expects* for *confides*, the signal will soon be completed because the word *expects* is in the vocabulary and *confides* must be spelled (out)."

Nelson quickly accepted the revision and the signal went down in history the way the signal officer wanted it. The signal remained flying until it was shot away during a fateful volley that fatally wounded Nelson himself.

Heartened by the signal, however, the English squadron that day defeated the combined fleet of the French and Spanish in one of the great engagements of naval history.

Rules Listed Governing Physical Disability Retirement

Provisions governing how you may retire or be separated for reasons of physical disability, greatly changed by the same law which increased your pay, have been issued in a new Bureau of Naval Personnel directive.

Laws governing voluntary, involuntary and age retirement — as well as provisions concerning honorary retirement — were not changed by the Career Compensation Act. But that law, in the words of the BuPers directive, "revises the whole concept of physical retirement" in that:

- Officer and enlisted personnel of the Regular Navy and Naval Reserve are equally entitled to physical retirement.

- Eligibility for physical retirement is based on a degree of disability and years of service.

- Under certain conditions personnel may be separated rather than retired for physical disability.

- A temporary disability retired list is established.

The directive containing the provisions of physical disability is BuPers Circ. Ltr. 201-49 (NDB, 15 Dec 1949).

Temporary List

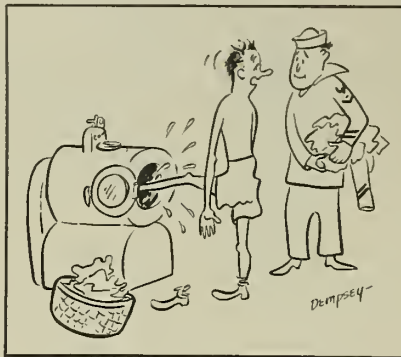
A member of the active list of the Regular Navy (or a member of the Naval Reserve entitled to receive basic pay and who has been ordered to extended active duty for a period in excess of 30 days) may be placed on the temporary disability retirement list if he meets the following conditions:

Revised Allowances Issued; Effective 3 Months Early

Revised officer and enlisted allowances based on the Navy's personnel allocation plan for fiscal year 1951 are being issued by the Bureau of Naval Personnel, with 31 Mar 1950 scheduled as the effective date.

The plan of bringing into effect the 1951 allowances for naval activities three months ahead of the start of the fiscal year is designed to "alleviate to some extent the impact" of the phase-down which faces the Navy during the remainder of the 1950 fiscal year, which ends on 30 June 1950.

Details of the plan were announced in BuPers Circ. Ltr. 206-49 (NDB, 15 Dec 1949).



"Might as well get my money's worth."

- If determined unfit to perform his duties by reason of physical disability incurred while entitled to receive basic pay.

- If the disability is not due to intentional misconduct or willful neglect, or if the disability was not incurred during a period of unauthorized absence.

- If the disability is 30 per cent or more. (If it is less than 30 per cent, he is not entitled to any disability retirement pay but may be separated for physical disability and entitled to receive disability severance pay, except that a member with 20 or more years of active service and whose disability is less than 30 per cent will be permanently retired.)

- If the disability was the proximate result of the performance of active duty.

- If the member has completed at least eight years of active service, the above requirement that the disability be the proximate result of active duty need not be met in order to entitle him to be placed on the temporary disability retired list or to permanent retirement, as appropriate. If he has completed less than eight years of active service, he may be separated and entitled to disability severance pay even if the disability is 30 per cent or more disabling but not the proximate result of the performance of active duty.

- If accepted medical principles indicate the disability *might be* permanent. (If the disability is definitely held to be permanent, he may be permanently retired and entitled to receive disability retirement pay.)

A member of the Naval Reserve may be placed on the physical disability retirement list by reason of

physical disability resulting from an injury — but not a disease, which is allowable for Regular Navy members. The injury must be the proximate result of performance of active duty, full time training duty, other full time duty, or inactive duty training.

Physical Retirement Pay

A member while his name is on the temporary disability retired list, *which status may not continue for more than five years*, is entitled to disability retirement pay. This is computed by multiplying his basic pay at the time his name is placed on the list by his own choice of one of the two following options:

1. The number of years active ser-

What Terms Mean in Story On Disability Retirement

For the purpose of this article on physical disability retirement, definitions of some of the terminology used should be kept in mind.

The term "member" means a commissioned officer, commissioned warrant officer, warrant officer and enlisted person, including a retired person, Regular or Reserve.

"Officer" means a commissioned officer, commissioned warrant officer, and warrant officer, either permanent or temporary.

"Rank" refers to rank, grade or rating.

"Active service" means:

- For Regular members all service as a member of the uniformed services or as a nurse subsequent to 2 Feb 1901, as a Reserve nurse subsequent to 2 Feb 1901, as a contract surgeon, dental surgeon, acting dental surgeon, or all service which a member, former member of person has or had for the purpose of separation or mandatory elimination from the active list.

- For Reserve members and former members that service which is equal to the number of years which would be used by such members or former members as a multiplier in the computation of their retired pay under section 303 of Public Law 810 of the 80th Congress.

vice multiplied by 2½ per cent (a half year or more of active service is counted as a complete year). Or —

2. The percentage of his physical disability as of the time his name was placed on the list.

A person permanently retired without first having been placed on the temporary disability retired list, or one permanently retired from the temporary disability retired list, may receive disability retirement pay as computed under either option, except that if option 2 is chosen, the percentage of disability will be determined as of the date he is permanently retired.

A member holding a temporary rank higher than the one in which he was serving at the time of being placed on the temporary disability retirement list (or at the time of permanent retirement) will have his disability retirement pay computed from the basic pay of the higher rank — provided that he is held to have served satisfactorily in that rank.

In no case will the disability retirement pay exceed 75 per cent of base pay, nor will the disability retirement pay of any member on the temporary disabled list be less than 50 per cent of the base pay while he is on the temporary disability retirement list.

A member who returns to active duty from temporary or permanent retirement and incurs a physical disability of 30 per cent or more, or suffers additional disabilities or aggravates previous conditions, is entitled upon return to retired status or the temporary retired list (if he meets the other requirements under "Temporary List" above) to receive either:

- Disability retirement pay as computed under option 1 or 2 above, using as multipliers the highest percentages and base pay which he attained on active duty, or —

- Retired pay as provided by any law in effect at the time of his retirement and in addition, if while on active duty he was promoted to a rank higher than that on which the retired pay or disability retirement pay was based and served satisfactorily in the higher rank, disability retirement pay or retired pay computed on the basis of the higher rank.

Any member or former members retired with retired pay for physical disability on or before 1 Oct 1949

The Mysterious Case of USS *Thomas Stone*

New information has come to light which reveals that a Navy troop transport, reported to have been sunk by an enemy torpedo during the invasion of North Africa in World War II, actually survived and continued to resist.

Navy records up to the present have showed that USS *Thomas Stone* (AP 59), later APA 29, sank when she was hit by an enemy torpedo 150 miles northwest of Algiers in the Mediterranean Sea during the invasion of North Africa by Allied troops in 1942.

The mysterious case of *Thomas Stone* was reopened when ALL HANDS received a letter from a former member of *Stone's* crew who said that he had read that his ship was sunk and knew that this wasn't so because he was aboard the ship at that time.

The crew member, George E. Lamaze, who is now a hospitalman first class stationed at the Naval Medical Center, San Francisco, Calif., told ALL HANDS that *Stone* not only survived the torpedoing that day in November 1942 but that the ship continued to fight until December 1944.

Checking into the Lamaze story, ALL HANDS learned the interesting tale of *Thomas Stone* and the part the ship played in the North African invasion, Operation Torch. Lamaze, incidentally, was right and the Navy has since changed its records accordingly. Here's what happened:

USS *Thomas Stone* (AP 59) was formerly the *President Van Buren* before the ship was converted to a troop transport. She was one of four U. S. Navy transports assigned to carry allied troops to an amphibious assault on Algiers.

The Algiers assault group, after forming in Britain, steamed down the coast of France and Spain and entered the Mediterranean. Shortly after daybreak on the morning of 7 Dec 1942, after the convoy had ceased to zigzag, *Thomas Stone* was rocked by a torpedo hit on her port side aft which killed nine men and completely disabled her propeller and steering gear.

Left behind with only a small

British corvette to guard her, *Stone* remained a prime target for another U-boat attack. Knowing this, Captain O. R. Bennehoff, skipper of *Stone*, and the troop commander on board, Major Walter M. Oakes, issued orders for the landing craft to be put in the water and an attempt to land their troops at Algiers, notwithstanding the fact that the ship was 150 miles from the landing site.

The weather, which had been favorable when the 24 landing craft departed from the mother ship, soon turned bad and all the plucky landing craft eventually were swamped in heavy seas and had to be abandoned. The troops were crammed aboard the corvette, HMS *Spey*, which accompanied the craft on their odyssey.

An interesting sidelight to the Algiers operation is that the boat crews, deposited at Algiers by *Spey* along with the troops, were the first American Navy men to reach the city. The French troops had been ordered not to resist the allied invasion, so the men from *Stone* discovered to their amazement that they had "captured" the city.

Stone herself was towed into Algiers several days later and was anchored in the harbor. Her bad luck continued, however, and on 24 November she underwent an air attack and was hit by one bomb and scarcely missed by two others. There was nothing wrong with her guns, though, and she continued to fire vigorously at anything with a swastika on it.

The following day, as a high wind whipped up a heavy sea in Algiers harbor, *Stone* dragged her anchor and drifted onto a sand bar. Despite continuing efforts of several tugs, two destroyers and a cruiser to pull her off, she was stuck for good.

By February 1944, *Stone's* engine rooms and all of her holds were flooded, she had a list of 17 degrees to port and her crew had been shifted to a nearby beach where the watch was continued. Orders were soon received to strip ship.

On 1 Apr 1944, *Stone* was finally decommissioned and was later sold as junk to the French.

may choose, prior to 1 Oct 1954, to receive (in place of the retired pay he was entitled to before 1 Oct 1949) either of the following:

- Disability retirement pay or disability severance pay under the requirements of "List Eligibility" above. The percentage of his disability will be based on the disability at the time he was last retired.

- Monthly pay equal to 2½ per cent of the monthly basic pay of the highest grade, rank or rating satisfactorily held, multiplied by the number of years of active service. (Fractions of half a year or more count as whole years. The maximum is 75 per cent of base pay.)

Physical Examinations

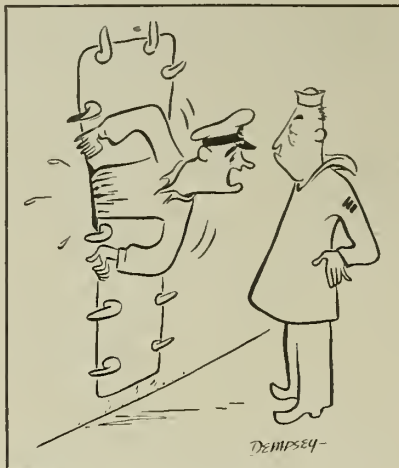
To determine whether his disability has changed, a member whose name is on the temporary disabled list will be given periodic physical examinations at least every 18 months. Travel allowances will be paid if necessary. Failure to report for the examination after being notified may result in termination of disability retirement pay, but retroactive payments up to one year may be paid if just cause for failure to report is proved.

Navy Chief Has Served 20; Goes to Cooking School

When a certain Navy chief commissaryman "went out on 20" a while back, he went to Texas to work on the range. No, he didn't trade off his white apron for a pair of high-heeled boots. The range — an oil-burning cook-stove — is at the University of Houston where the ex-chief is majoring in home economics.

The ex-CSC — Charles A. Mavrogeorge, by name — wants to become a purchasing agent for a grocery chain or a hotel. To get that type of job he needs a college degree, so he's working for a B.A. in institutional administration. He doesn't mind being the only man in a class of 13. The thing that gets him fouled up is trying to figure in ounces and teaspoonsful after all these years of dealing with pounds and gallons.

"Sometimes," the teacher says, "he teaches us things — like how to cook spaghetti and meat balls Navy style."



"Okay, okay. So you do know your stuff on water-tight integrity."

If the examination shows that the disability is permanent and 30 per cent or more disabling (or, in case of a member with 20 years or more of active service, less than 30 per cent disabling), the name of the member will be removed from the temporary disability retired list and he will be permanently retired for physical disability. For the purpose of computing retired pay, the percentage of disability will be determined at the time of his retirement.

If the physical disability of a member with less than 20 years of active service is less than 30 per cent, the name of the member will be removed from the temporary disability retired list and he may be separated for physical disability and entitled to disability severance pay.

Not later than at the end of the five year period during which the name of the member is carried on the temporary disability retired list, the Secretary of the Navy will make a final determination and will cause the member to be retired, separated or returned to active duty.

Severance Pay

A member separated for physical disability is entitled to receive as disability severance pay an amount equal to two months basic pay of the rank held at the time of being placed on the temporary disability retired list or at the time of his separation, whichever is earlier, multiplied by the number of years active service to which he is entitled — but not to exceed a total of two years base pay.

Fractions of half a year or more count as a full year, but the directive notes that severance pay cannot be

granted to a member with less than a half year of active service.

Disability severance pay is computed on the basis of the highest rank satisfactorily held.

The amount of disability severance pay is deducted from any Veterans Administration compensation awarded for the same disability, but it will not be deducted from death benefits.

Return to Duty

If the physical examination discloses that a Regular Navy member whose name has been placed on the temporary disability retired list is found to be physically fit, he may be called to active duty with his own consent and reappointed to the active list or reenlisted in the Regular Navy. The same pertains to Reservists who may desire reappointment or reenlistment in the Naval Reserve.

Any appointment, reappointment, enlistment or reenlistment will be in a rank not lower than the permanent rank held at the time the members name was placed on the temporary disability retirement list and may be in the rank immediately above the permanent rank held.

For members found physically fit, the following apply:

- A Regular Navy officer will have his disability retirement pay terminated on the date of his recall to active duty and his status on the temporary disability retired list terminated on the date of his appointment to the active list.

- A Regular Navy enlisted person will have his status on the temporary disability retired list and his disability retirement pay terminated on the date of his reenlistment.

- A Naval Reserve officer or enlisted person will have his status on the temporary disability retired list and his disability retirement pay terminated on the date of his reappointment or reenlistment.

Members who fall in the above categories who do not consent to return to active duty will have their status on the disability retired list and disability retirement pay terminated, and will not be entitled to severance pay.

Miscellany

In addition to the above points, BuPers Circ. Ltr. 201-49 lists the following points of miscellaneous information:

- A member who incurs physical disability rendering him unfit to per-

form his duties and which resulted from intentional misconduct or willful neglect, or which was incurred during a period of unauthorized absence, will be separated without either retired or severance pay.

• A member who on 1 Oct 1949 was a hospital patient and who is retired before or on 1 Apr 1950 as a result of physical disability growing out of the injury or disease for which he was hospitalized, may elect to receive retirement benefits computed under the laws in effect prior to 1 Oct 1949, when the Career Compensation became effective.

• That part of retirement pay which is based on physical disability is not subject to federal income taxes.

UDT Member Wins Medal; Freed Prop in Icy Water

Diving is a rough business any time, but to go over the fantail and work on the propeller of a ship that's wallowing in the open sea in a "force seven" gale — that's *really* rugged. It has been done, though, and the mission was completed.

This happened last summer, when Navy's Point Barrow Resupply Expedition was on its way to Alaska's north coast. Included in the group was the ice breaker *uss Burton Island* (AG 88). Aboard *Burton Island* was Underwater Demolition Team One, prepared to assist in establishing a beachhead against the enemy: Ice. Off the Gulf of Alaska, *Burton Island* got a wire towing cable caught in her starboard propeller. Things looked bad, for *Burton Island* was the only ice breaker with the expedition — and she wouldn't break much ice with one of her two stern propellers out of commission.

With the ship lying to in the tumbling sea and rolling as only an ice breaker can roll, a member of the demolition team donned his frog suit and went overboard. On his fifth attempt, he freed the propeller and the convoy proceeded with its ice breaker ready to attack the frozen north.

The diver — Walter H. Otte, BM2 — received the Navy and Marine Corps Medal and a permanent citation recently for his act.

Requests for Recomputation of Leave

Officers who qualify for recomputation of leave credit under Public Law 314, passed by the 81st Congress shortly before adjournment, should submit their requests to the Chief of Naval Personnel.

A sample form for making the application is attached to the Joint BuPers-BuSandA letter dated 14 Nov 1949 dealing with that subject.

Under the new law, Navy officers eligible for recomputation of leave credit are those who:

- Were separated from the Naval Reserve after 8 Sept 1939 for the purpose of accepting a commission in the Regular Navy.

- Were deprived of leave credit solely because of its having been accumulated prior to his acceptance of the Regular Navy commission.

- Were on active duty on 1 Sept 1946.

These officers, according to the law, are to have such leave credit remain to his credit to the same extent as if he had not been separated from the Reserve.

Leave which accrued prior to 1 Sept 1946 and restored under the law will be treated as having been to his credit on 31 Aug 1946. Such leave credit will be settled and compensated for in the manner prescribed by the Armed Forces Leave Act of 1946, as amended, if application is made within one year after the effective date of the law.

Since the effective date of the law is 5 Oct 1949, applications must be filed with the Chief of Naval Personnel not later than 5 Oct 1950. However, BuPers advises that the form should be submitted as early as possible.

The sample form attached to the joint letter shows how to apply for recomputation of leave credit as of 31 Aug 1946 and for compensation of their leave in excess of 60 days.

Provisions of the joint letter pertain to former Naval Reserve officers who, while on active duty, transferred to the Regular Navy under any law except Public Law 347, 79th Congress. Personnel who were separated from the Regular Navy under honorable conditions after 1 Sept 1946 also are eligible.

Officers who received compensa-

tion for 60 days of their original 31 Aug 1946 leave credit do not come under the provisions of Public Law 314 and should not submit requests for recomputation of leave credit, since they were credited with the maximum of 120 days leave on 31 Aug 1946.

After receiving the request, BuPers will recompute the individual's 31 Aug 1946 leave credit. If the credit is in excess of 60 days, BuPers will forward the request to the Terminal Leave Disbursing Office, Great Lakes, Ill., for payment via the Field Branch, Bureau of Supplies and Accounts, Cleveland, Ohio, for verification of the individual's 31 Aug 1946 rate of pay and allowances.

Information concerning disposition of the individual's request, together with data on the new 1 Sept 1946 leave credit thus established, will be forwarded to the individual via his commanding officer.

If the 1 Sept 1946 leave credit is different than the credit previously established, the commanding officer concerned will correct the individual's leave record from 1 Sept 1946 to the current date, in accordance with Article C-6401, BuPers Manual.

Waves Assigned to Alaska, Egypt, Guam and Germany

NAS Kodiak, Alaska, has acquired something new and unusual for such a remote outpost of the Navy. So has the Naval Medical Center in Guam, and U. S. Naval Medical Research Unit No. 3, at Cairo, Egypt, — and the staff of Commander U. S. Naval Forces, at Heidelberg, Germany.

Each of these four overseas naval activities has received what it never had before — a permanent Wave. The four young ladies are the second group of Navy women to be assigned to overseas billets within the past year. The first group of Navy women to be given postwar overseas assignments consisted of 12 enlisted women and four officers who were detailed to London. Two other Wave officers have had postwar duty overseas — one in San Juan, P. R., and one with the Berlin Airlift.

BOOKS: LATEST BOOKS HEAD FOR NAVY LIBRARIES

BUPERS HAS selected and purchased some more new books. They should be arriving at most ship and station libraries any day now, if they haven't arrived already. Be watching for these fine new volumes of fact and fiction.

• *My Three Years in Moscow*, by Lieutenant General Walter Bedell Smith; J. B. Lippincott Company.

Says Walter Bedell Smith in explaining the seemingly endless docility of the Russian people under tyranny and privation, "The state provides . . . stimulus in the form of a series of enemies. First, there were the bourgeoisie to be exterminated, then the Trotskyite wreckers, and then the actual and deadly threat of Germany. There has always been the 'capitalist encirclement,' with the threat of sabotage, and lest this become shopworn, the new bogey of a war-mongering United States now is brought out on parade daily."

At another place —

"If he (the private citizen) steps aside even the shortest distance from the routine path he is expected to follow, he is arrested at once, and his relatives and friends are likely to be arrested at the same time."

Again, describing an Easter service in Moscow's Russian Orthodox cathedral —

"What I saw in the Cathedral square went far deeper than the usual Moscow demonstration. The party, I felt certain, could not produce among the Soviet masses even a shadow of the genuine emotion which was stamped on the faces of the thousands of worshippers that Easter night in Moscow."

These excerpts reveal as well as any words could, perhaps, the wide scope and objective tone of *My Three Years in Moscow*. Lieutenant General

Smith knows this strangely terrible nation, and especially its ruling group and its capitol city, about as well as any outsider in the world. His book seems to tell about it as well as it could be told.

• *Home Town*, by Cleveland Amory; Harper and Brothers.

Here is a sparkling young novel by a sparkling young novelist who knows how to put out something new and different in the way of reading material.

It's all about how a young fellow from a mining town in Arizona went to New York in connection with publishing a book he'd written. Mr. Amory, the author of *Home Town*, knows all about it, for he, too, once went from a little town in Arizona to the "Big City" to get a book published. That book was *The Proper Bostonians*, which really sold and is still selling. According to *Home Town*, any contact with the book publishing business must be an experience, indeed.

There's a lot of conversation in the book, much of which is extremely funny. With so much conversation, it is remarkable how none of it ever seems unnecessary or boring. A thing that detracts nothing from its sustained brightness is Mr. Amory's trick of putting only every second quotation in quotation marks. Here's an exchange of words at an authors' book sale:

"How much is yours?"

He said it was three dollars.

"How much do you get?"

He said he didn't know. He had never sold one before.

"You haven't?"

He said no. The woman reached in her pocketbook and took out three dollars.

"Then I'm going to buy it. I don't care what anybody says."

The discourses between Mr. Devereux and his secretary, Miss Waterman, with which the book opens and closes are close to being as funny as fiction can get.

• *Combat Command*, by Frederick C. Sherman, ADM, usn (retired); E. P. Dutton and Company, Inc.

Here, in one volume, is an account of the Pacific naval war from Pearl Harbor to its conclusion — especially the carrier phase of that war. It begins by describing the situation just before the attack of 7 Dec 1941 and gives a lucid picture of events during that fateful day and the situation at its end.

For those who haven't the time or the inclination to read longer and more detailed accounts of the Navy's war in the Pacific, here's *the* book. Here is the opportunity to find out, in a nutshell, what happened at Midway, Guadalcanal, the Solomons, Leyte Gulf, Iwo Jima and Okinawa, through all those brutal, bloody months of 1942 to 1945.

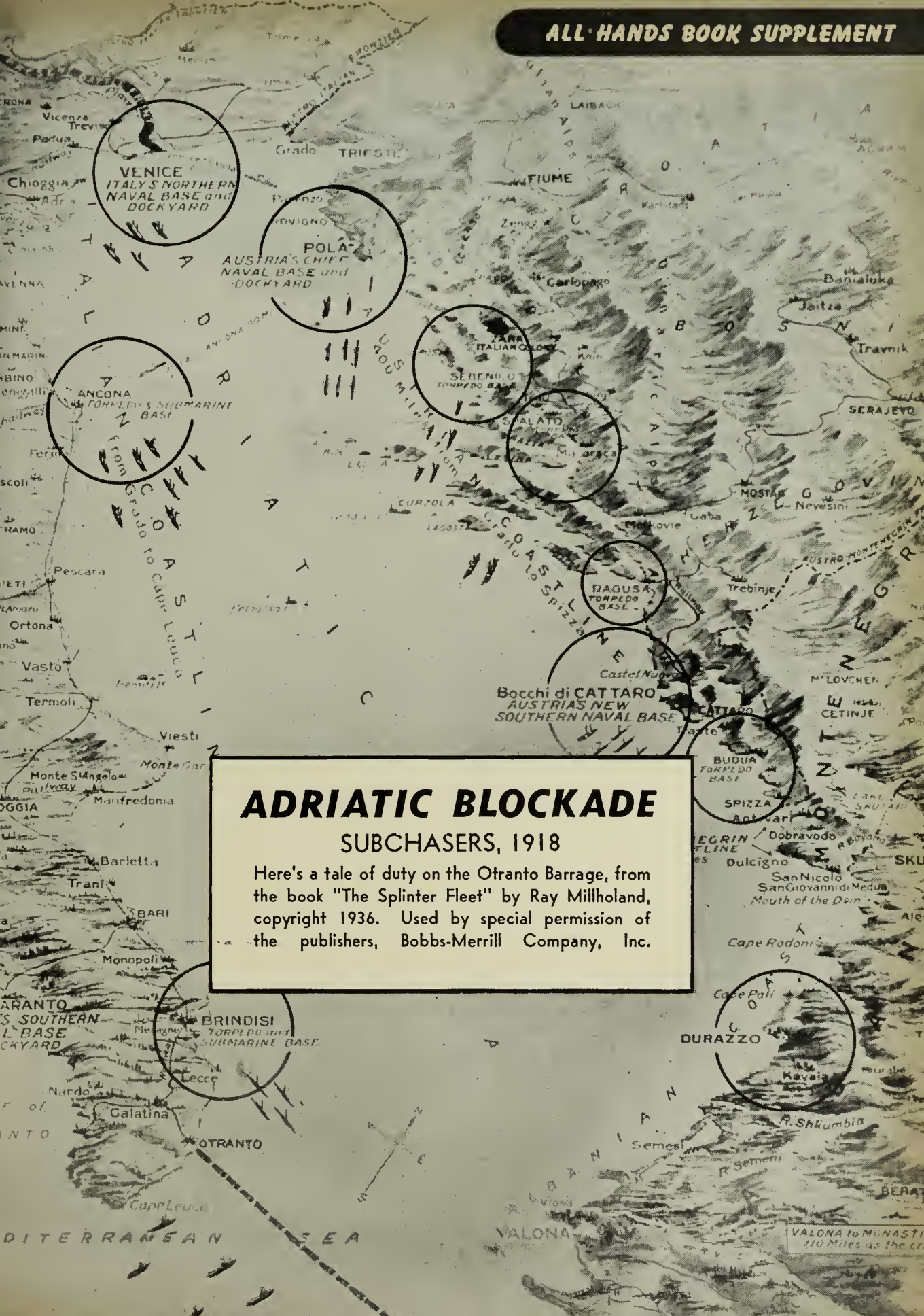
• *Islands of Unwisdom*, by Robert Graves; Doubleday and Company, Incorporated.

The year was 1519, and Philip of Spain was still pushing his empire westward. His soldiers were hoping to find gold and his priests were hoping to convert the heathen. In an expedition which set out from Lima, Peru, there was — among others — a General Mendana, who had a patent from the Crown to set up a marquise in the Solomons which could be passed on to his wife or heir.

Also along was General Mendana's wife, Ysabel, who wanted to be an admiral, and 123 other people — few of whom would ever see Peru again, or Spain. It's a historical novel, full of the thunderous color of Spanish adventurers in the tropic seas.



WARFARE in Pacific—especially carrier phase, is described concisely in Frederick C. Sherman's *Combat Command*.



ADRIATIC BLOCKADE SUBCHASERS, 1918

Here's a tale of duty on the Otranto Barrage, from the book "The Splinter Fleet" by Ray Millholand, copyright 1936. Used by special permission of the publishers, Bobbs-Merrill Company, Inc.

ADRIATIC BLOCKADE



Few large bodies of water have been as completely dominated in wartime as was the Adriatic Sea during the first part of World War I by the Central Powers. Its shores rimmed with long range shore batteries and its waters strung with more mines than a Christmas tree, has ornaments, the Adriatic was a formidable and secure base of operations for German and Austrian submarines and light naval vessels.

Rather than attempt to blast their way through with the few units available, the Allies attempted to close it off completely from the vital Mediterranean where Allied convoys supplied bases strung through the strategically important Middle East.

To accomplish this, the Allies set up what is known as the Otranto Barrage (from the French word *barré*, to bar). One end of the barrier was anchored at the Allied naval base at Otranto on the Italian "boot heel" and the

other was across the mouth of the Adriatic on the Greek island of Corfu.

The 24-mile long barrier consisted of three separate lines of warships under the overall command of a British flag officer. In the first line to the north were British and Australian destroyers whose mission was to protect the other two lines from raids by Austrian cruisers and destroyers. Canadian trawlers tended the second line, and in the third were U. S. sub chasers—"The Splinter Fleet"—the first vessels on Barrage duty specifically designed and equipped for anti-submarine warfare.

Service on the Barrage was a combination of monotony to the point of complete boredom, interspersed with occasional furious naval actions which sometimes lasted several days. Here is a tale of the latter circumstance, told by Chief Machinist Mate Ray Millbolland, senior engineer of the little American chaser USSC IX4.

AT DAYBREAK, the nets were swung open and we twelve chasers poked our bows out into the channel which leads out of the northern entrance of Corfu Harbor. We scooted along through mine-infested waters. The Austrians were clever as sin at sneaking right into the Allies' front yard at night and dropping their mines, which were religiously swept up the next morning by patient mine sweepers.

There was something odd about the laying of these mines. Either seven, nine, or eleven mines were dropped. The sweepers became accustomed to this little idiosyncrasy of our enemy. When seven mines were accounted for, further sweeping might bring up another; and then the work had to go on indefinitely until the ninth or eleventh mine, as the case might be, was accounted for.

It took the better part of eight hours for us to get to our stations on the Barrage. The chasers which we relieved (the word is most apt) turned their job over to us and left for home—home being anywhere that the mother ship might be.

We did a lot of fussing and fidgeting about, to fit ourselves into our new work. This was our first tour of duty, and the typewritten orders and instructions Captain Dorgan had received were just about as amateurish a job as the one we were doing in attempting to carry them out.

The sun went down. Darkness dumped its load carelessly over our heads—black, ominous night, no lights showing from any chaser. It was a crime of the first order so much as to light a pipe on deck after dark. In the engine room, it was a double crime to smoke at all—fires and gasoline are entirely too chummy. We lay drifting without a single engine running. Not even an auxiliary engine generator set could charge batteries without wak-

ing echoes in the depths of the sea, starting every listener on the Barrage to yelling over the radio-phone for quiet. The wind moaned for the dead that floated on the face of the sea. Clouds hid the stars. Little gusts of rain fell fitfully, and now and then the luminous play of lightning would shimmer far up in the Albanian Mountains. Or was that the reflected flash of the guns on the Santi Quaranta front a few miles north of Corfu?

We are seasoned sailors now and we read the signs of thick weather brewing. Toward midnight, by some time or other—there was Greenwich Mean Time, Allied Time, Local Apparent Time, Star Time, oh, just scads of fads in time—the radio operator on watch, sometimes called the "Lightning Jerker," quits fussing with the new inductance coil he is winding and tunes his receiver a little finer. Some heavy set is shooting out a message. I am standing in the forward magazine making a minor repair of the S.C. tube listening-device when it comes in—coded stuff. I roused Captain Dorgan who has been trying to catch forty winks.

By a shaded light Dorgan opens the lead-weighted code book that never gets out of the reach of his hands and deciphers the message:

"Allo! Allo! K. reports eight enemy submarines making a dash for barrage. Two are coastwise type which will not attempt to go through, but the other six are long-range German U-boat cruisers. Order all available forces to prevent passage. Allo!"

"Allo" messages come from the supreme command in the Adriatic. They are potent stuff. God help the ship that ignores one of its orders. I go back to finishing the SC tube repair. I finish and listen for a moment. Something is mucking around in the Adriatic which does not

belong there. I transfer the earpieces to the listener, speak a warning word to the skipper and dive aft to waken all the engine-room force. Hell will pop soon. It does.

2

It is lucky I have finished repairing the SC tube. This device is a submarine chaser's ears and eyes. Technically called a hydrophone, it is a device which is operated from inside when a ship is stopped dead still, to listen to the noises a submerged U-boat makes with its propellers.

The SC tube is the simplest and most rugged of all the types of hydrophones. It consists of two rubber ears mounted on the ends of an inverted T pipe which can be lowered into the water under a chaser's hull. The two rubber ears are hollow balls, each with a copper tube inserted in it. These tubes, protected by a strong bronze pipe, extend up inside the chaser.

When a submarine is in motion, it creates water vibrations, similar to those one hears under water when a companion knocks two stones together some distance away. So, substituting the two submerged rubber balls for human ears, the SC tube picks up the sound of the submarine.

The listener sits in front of the vertical bronze tube coming up through a watertight stuffing box in the ship's bottom. Out of this bronze pipe extend the two small copper tubes which connect with the rubber ears on the lower end of the T-shaped pipe, below the hull of the ship. An ordinary pair of physician's stethoscope earpieces are connected to the copper tubes.

Any sound made by a submarine, or any other ship in the vicinity of these rubber ears, will be heard through the stethoscope by the listener. By turning the submerged T-shaped arm until the sound equalizes in the listener's ears, the direction can be determined.

Once a listener has "fixed" the source of submarine sounds coming in, he reports through a speaking tube to the chaser commander, who then draws a pencil line on his chart. The commander then telephones by wireless to the two other chasers in his unit and exchanges data.

Thus, with three pencil lines intersecting on his chart, every chaser commander in the unit has a "fix"—at the approximate intersection of those three lines on his chart, a submarine is supposed to be!

And now back to hunting that sub again. Blind as bats, we race up the Adriatic; slam to a stop and listen—to water noises from the slogging slop in the bilges. I get orders to pump dry, sponge out every drop of water from the bilges, if necessary. . . . It is done. The seas slapping against the hull drown out the slosh! slosh! slosh! of many submarine propellers. "Bomb them blind!" There is no time to get a proper "fix" in weather like this—so bomb we do, haphazardly.

The deck plates in the engine room bounce viciously every time a depth charge lets go. We run, and bomb as we run; then stop and listen—gabble over the radio telephone, get nowhere at that; so run and bomb some more. It must be four o'clock, Allied Time, and the ash-can—depth-mine—supply is getting low. But our men on the listening tubes insist the subs have not slipped by us yet. They report that the fleet of enemy subs seems to be dodging over toward the Italian shore.

Nobody has the slightest notion what our exact position is; so we drift and listen. . . . *Chung!*—*Chung!*—*Chung!*—that must be the Italian net-mines going off, because chaser depth charges make a stiffer racket. Maybe

a splinter boat fouled the mine nets along the Italian shore. We hope not, but—

There was nothing to do in the engine room but wait for daylight. . . . The sea quieted a trifle at the chill gray of dawn. I stood on the deck and saw that we were the chaser in contact with the Italian shore. I did not know it at the time but we were right then drifting over the mined nets which the Italians used for trapping submarines.

The placing of those nets was a heroic task. The Adriatic is deep—six hundred fathoms in some places. Even close to the coast lines the depths are almost abysmal. The nets were anchored at intervals and floated by means of large glass balls, thousands fastened to the steel mesh. Huge steel drums acted as the buoyant force to hold up the heavy net cables. These drums were tethered to the net thirty to fifty feet under the surface, although in other places we found them almost at the surface.

Festooned along the coarse mesh of the nets were mines, dangling like Christmas-tree ornaments. When a submarine plunged its nose into the loose mesh of the net, it carried net and all along with it until, enmeshed like a huge trout, its steel sides touched the detonators of the mines. Then—eternity for all in the sub.

As I watched, I saw the slate-gray sea erupt. A geyser vomiting from the depths was instantly followed by a whole series of explosions. The sea grumbled. Then all was still again. A half-mile away the surface of the sea grew slimily calm as a rapidly spreading oil "slick"—a monstrous printer's period on a page of the sea—wrote finis to the story of two-score lives. Allowing ten other human hearts to sorrow or to be distressed in some degree for each life lost in that one explosion, there were some four hundred new victims upon whom the lash of war had fallen. Perhaps, as a fighting man, I should not have been thinking such thoughts.

3

Scattered over the craggy depths of the Adriatic lie four German submarines which that night cast their die for high stakes but lost. I know, because I have since talked to the commander of one of the small coast-defense submarines which piloted the cruiser U-boats down to the Barrage that night. Will you pardon me while I attempt to tell his story in his own words? He spoke beautiful Cambridge University English, by the way—something I do not.

It was after the Armistice and we were lying in Cattaro, once an impregnable Austrian submarine base, when a very somberly dressed gentleman came aboard our chaser and, finding no one on deck but myself, asked rather diffidently if he might look us over at close range. He sailed under no false colors, but told me at the very beginning he was a former U-boat officer. I was equally frank with him and told him he might look into my engine room, where there were no secret devices, and examine everything on deck; but that the magazines and other compartments could not be shown to him. He looked down the engine-room hatchway and seemed satisfied.

We sat down under a small awning. A cup of steaming-hot genuine coffee—something he had not tasted in three years, he told me—loosened his tongue and I heard this tale:

"As you will recall, things were not going so badly with Austria in the late spring of '18. We had raised the devil with Italy at the Piave, and our ally, Germany, was

ADRIATIC BLOCKADE

making things hum on the Western Front, as well as setting daily records for tonnage destroyed on the high seas by her U-boats.

"We had advance warnings of the coming of your submarine chasers. . . . See, I have a little pamphlet here which I received in February, telling all about your size, speed, and gun caliber. But there were some vital details missing from that information," he added with a wry smile.

"We even knew, to the day, when you were to arrive in the Adriatic and planned a little surprise party for you. But our destroyers missed welcoming you that night." He shrugged his shoulders expressively. "Now it is good business to strike hard at a green opponent—create an inferiority complex in him that, once established, makes his life more miserable—and yours, much more comfortable." My former enemy smiled slowly. "I see you understand me," he added, nodding gravely.

"We thought we were all ready for you. We chose a moonless night which fortunately was accompanied by bad weather—a priceless advantage for us, believe me. Our plans were concealed in a dark bag of secrecy, but somehow you must have learned of them. At any rate, I, as commander of a coast-defense submarine in company with another, was ordered to pilot six cruiser type German U-boats through your lines. We had two objectives: one was to turn loose the six of our finest U-boats to harry the coast of America, and the other was to make fools of green young Yankees.

"We had every confidence in our superior technique as compared to your inexperience. But we had forgotten to take into consideration your—what is it called?—ah, yes, beginner's luck!

"My sub led the column. We traveled on the surface, bold as brass, through the British destroyer lines. I could have sunk their *Fury* that night. We slipped by the Canadian drifters. I have six of them to my credit now—and then we made contact with you Yankee chasers. Devil take me, but you were a nervy lot! We had expected to find you ten miles farther south.

"We had no warning of what was coming as we submerged to dive under your lines. You started bombing us without rhyme or reason, which, by the way, is something which renders the best technique useless. It rained bombs for an hour, possibly longer—your supply of those nasty things seemed inexhaustible. We doubled and dodged about, determined to get through; but I could not violate my orders and attempt a passage alone through the curtain of bursting depth bombs. My crew were becoming unmanageable—the first sign that our morale was beginning to crack.

"I tell you, those terrible depth-bomb concussions are trying! I lost my convoy of cruiser U-boats. I don't criticize. I myself was confused as to my exact location with so much doubling and dodging without a chance to come up and get a star sight. That which had me apprehensive from the very first happened.

"The U-boat cruisers attempted to skirt your wings at a depth of fifty meters. They ran into the new Italian mine nets. The other coastwise sub and myself stayed out in deep water to save our skins. The bombs nearer by began to explode. There was nothing left to do but go back. Go back? No, we limped and crawled back, badly mauled.

My starboard propeller shaft was damaged; all my light filaments were broken. We navigated by means of the small flashlights we had stored away in cotton for just such an emergency.

"After weeks of waiting without a single report, we erased four names from our U-boat list. . . ."

Although this is written years after my talk with that U-boat commander, I can still hear the dull, emotionless tones of his voice and recall some of his nervous little mannerisms, such as the constant flicking of the ash from his cigarette and the continuous rotating of his coffee mug, while he talked with his eyes fixed moodily on the brown liquid.

4

I shall now go back to that cold dawn, when I stood at the rail, watching the spreading blanket of oil "slick," which told me that a submarine had lost in the game of hazards. There was no way of telling how many of the enemy subs had got through or how many had been destroyed. We could only wait for the rise, or fall, in the chart which showed the increase or decrease in the amount of shipping torpedoed during the coming months.

But our work was not only to prevent enemy submarines from leaving the Adriatic to scatter destruction over the seas, but also to waylay the voyage-weary ones returning. Destroying a sub, after it has sent thousands of tons of shipping to the bottom, is not so effective as preventing its departure on such an errand.

The home-coming U-boats were tired, less alert, short of water, of food, of fuel: and almost inoffensive because all their ammunition had been expended. Attacking them was much like handling defanged rattlesnakes—repulsive business but not particularly dangerous. Were it not for our effectiveness in this phase of patrol duty, our work would not have been nearly so telling.

Another twenty-four hours and our tour of duty would be over. We longed greatly for the idleness which was to be ours when we had nothing to do but lie moored to a buoy in American Bay and work four hours on, four hours off, repairing our engines and damaged gear. Sometimes work is really rest.

Everybody (except possibly the man in the crow's-nest) kept an alert watch for submarines. I stood on the deck looking away, and away, letting my eyes loaf over the calm expanse of the sea. In the distance, just on the crest of the hill, as we called the horizon formed by the curvature of the earth's surface, I saw a brown sail. I looked up at the crow's-nest where, ensconced in a canvas basket, a member of the crew was supposedly acting as the professional eyes of our chaser. Wide-eyed, he was dozing, a trick more frequently practiced in wartime than is generally believed. I rapped with a wrench on the steel guy lines that kept our tiny spar from whipping overboard in heavy weather and pointed out to the brown sail.

The watchman bursts into full cry: "Sail ho! Sail Ho!" The sleepy lassitude of the chaser is changed to tensed alertness.

"Where away?" Captain 'Red' Dorgan barks.

"Two points off the port bow, sir! Eight or ten miles away."

It must be a Greek dhow with its clumsy brown sail becalmed out there. No, it cannot be that. See, there is brownish smoke blowing to windward. Now that is queer. Brown smoke from what? Diesel engines, of course. An enemy sub, very likely, is lying on the surface charging

her batteries up fat and full for a dive under our lines to sneak back to Cattaro. A home-comer, eh? Well, we shall have to see about that.

A chaser unit of three does not leave its regular patrol area and pounce on a sub, offhand. No, there are preliminaries to be attended to. Some vague person, the Senior Officer Afloat, must be communicated with either by wireless, radiophone, wigwag, semaphore, flag hoists, or, if all else fails—via heaven and prayer. Our radio-phone could only reach twenty to thirty miles when it did not have a croup. Today it felt rather good, thank you, and we could reach out another five miles farther—pure luck, but useful. . . . Yes, we could detach ourselves from the Barrage patrol and bag a sub. Mind, though, that you get him! So he was actually on the surface where we could look at him, eh? Well, go ahead—hang on his tail and don't leave him until he is definitely destroyed.

It might be a long chase. Dorgan suggested that the Senior Officer Afloat send in for more depth mines and have three chasers from the next relief hunt us up. And they had better come loaded for bear, advised Dorgan, because it was a big U-boat we were going to jump.

Would we ask for destroyers, in case he turned on us?

Hell no—excuse me, sir—no, they would stink up the whole shop with their engine clatter—deafen the listeners and let the sub escape.

All right, we are off to bag a sub. . . .

Over a calm sea, into the eye of the western sun, we raced, three tiny chasers of the Splinter Fleet. The gun crews, stripped to the waist in true Navy "Battle Station" style, fussed and fidgeted around our little three-inch gun which had a maximum range of five thousand yards. The sub's guns, two of them, were good for twice that; yes, and she had telescopic sights, not crude "peep sights" such as the one with which our single gun was equipped.

5

Did we know all that? Certainly, and a lot more besides. It did not make any difference—Dorgan, the old fox, decided we would attack the sub in a cutting-edge-of-a-sickle formation—her two guns certainly could not cover three splinter boats simultaneously, he reasoned. .

We took the direct route to the attack, chasers A and C swinging wide to the right and left, all sweeping down as fast as engines could drive us. I jammed my throttles wide open, turned on the fresh-water jets to keep my cylinder heads from being blown off by the increased combustion pressure, and doubled the lubricating oil delivery of the oil pumps. The tachometers on the propeller shafts crept up to register ten more revolutions per minute than normal full speed. Old 1X4 was stepping.

For an hour or two there was nothing to do but race for the sub, to get in as close as possible before our approach was detected. In fact, we stole up within five miles before she saw us. Overboard went her brown sail and she ran for it on the surface, legging it as fast as she could—running at twelve knots to our fourteen. If you happen to be good at algebra you can figure out how long it took us, with a two-knot speed advantage, to close that five-mile gap to a good shooting range of two thousand yards.

At five thousand yards range, we commenced firing directly into the red semicircle of the setting sun. We could see her plainly now, gun crews at their stations, little tiny specks crawling on her decks, and the blackish smoke of her Diesels partly screening her retreat. We

fired at the smoke cloud. Suddenly she ducked—submerging almost in the bat of an eye. Now the chase took on a different character: there was obviously no fight in her, only flight.

So our tactics changed, too. Now we were back at our old game of chasing and listening. A sub, down, cannot make anywhere near the same speed that it can on the surface; hardly half as much. Dorgan made a quick guess at her probable location and we three splinter boats bombed the area. Then we stopped and listened. Picking up the sound of her propellers, we raced toward the spot, stopped and listened again.

All night long we hunted and listened. That sub was a sly one, doubling and twisting skillfully; always keeping out of bombing range but never quite shaking us off. She kept edging farther away from the Barrage, but doing it reluctantly.

Wireless told us that three chasers were coming to our relief—fuel was low. Another twenty hours of bombing and chasing and we would be at the end of our rope. We jumped our sub again that morning, dumped half our store of bombs—gave her a tight squeak of it but did not quite dish her up. The relief chasers popped over the hill and we put them on the scent, spending an hour with them and watching them hold the warm trail even better than we had done.

Promising to come back in twenty-four hours—as soon as we could get fuel and bombs aboard—we skipped out for American Bay. . . . All the way home, and all the way back again, we hoped fervently for two things: that chasers D, E, and F would not lose the trail, and that we would be in at the finish.

Into port we rushed, wild-eyed; guzzled aboard our fuel, snatched a load of bombs and streaked out again.

What a clever fellow that U-boat commander must have been! For a total of twenty-one days, all told, he had at least three chasers dogging his trail every minute until his fuel ran out. His batteries became discharged and his fresh water ran out while we bombed him incessantly. Three times we had a "cold-meat fix" on him. And three times he shook us off and limped away—more slowly each time.

His end was coming fast, now; even the fog that shut down did not help him much. He came to the surface and started his Diesels in a last attempt to cram enough of a charge into his batteries for one last dive.

It was useless. . . . I refuse to gloat over the pitiful details of the end of so gallant a foe. . . .

Quartermaster—strike a slow eight on the bell.

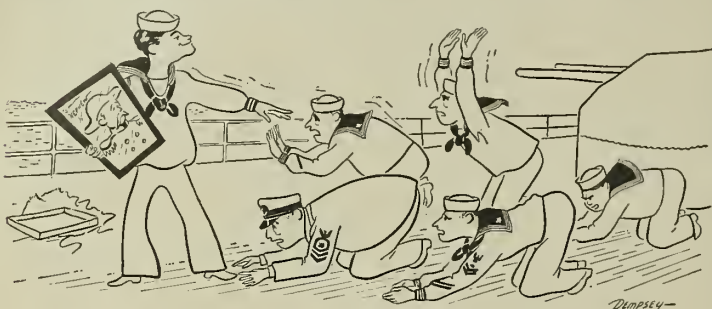


TAFFRAIL TALK

ADVICE to duty-worn seamen: Are you over-heckled by the master-at-arms? Take heart, m' hearties, for all is not lost. Ex-Secretary of the Navy (also ex-seaman) John L. Sullivan told this to a San Francisco press conference:

"We had a master-at-arms who thought the first world war had been declared merely so he could assign all the distasteful jobs to one John L. Sullivan.

"I finally found a large picture of Admiral William S. Sims, General Pershing's opposite number. I wrote on it and sent it to



a friend who mailed it back to me — with the admiral's return address up in the corner.

"Everybody gathered around when it arrived. 'You've got something from Admiral Sims,' they came rushing to tell me.

"I said, 'Well, I wonder what the old goat wants now.'

"We unwrapped it. It said on the border of the picture, 'Kindest regards to my favorite nephew . . .'

"That is how one lowly gob got started up to become Secretary of the Navy, and if you don't believe it I'll show you the picture."

* * *

Out in Great Lakes the full impact of having Waves in the Regular Navy has hit home: A sailor and his wife, a Wave, graduated together from the electronic technicians school.

Bill Hadley, CTSN, and his wife, Mary, ETSN, had to work out a special study program. "While I got dinner," she said, "he studied. And while I washed dishes, he still studied."

But hubby Bill points out she still finished a little higher — seventh in a class of 66. Must have read her text over the ironing board.

* * *

Once in a while a twinkle of light humor can be found amidst the cold, officious language of a government directive. BuPers Circular Letter 213-49, disdaining such standard sailors as John Doe and Richard Roe, names its anonymous character thusly:

"Sack, Sadler (n) 717 54 21 RD3."

* * *

Noted in a press release: "Enlisted persons will not be eligible to claim bothers and sisters as dependents. . . ."

Pore lil bother.

The All Hands Staff

ALL HANDS

THE BuPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget on 29 April 1949, this magazine is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given **ALL HANDS**. Original articles of general interest may be forwarded to the Editor.

PERSONAL COPIES: This magazine is for sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C.: 20 cents per copy; subscription price \$2.00 a year, domestic (including FPO and APO addresses for overseas mail); \$2.75, foreign. Remittances should be made direct to the Superintendent of Documents. Subscriptions are accepted for one year only.

DISTRIBUTION: By BuPers Circ. Ltr. 162-43 (NDB, cum. ed., 31 Dec. 43-1362) the Bureau directed that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicated that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the directive.

In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of same activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issues.

The Bureau should also be advised if the full number of copies is not received regularly.

Normally, copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corp. Requests from Marine Corps activities should be addressed to the Commandant.

REFERENCES made to issues of **ALL HANDS** prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB" used as a reference, indicate the official Navy Department Bulletin.

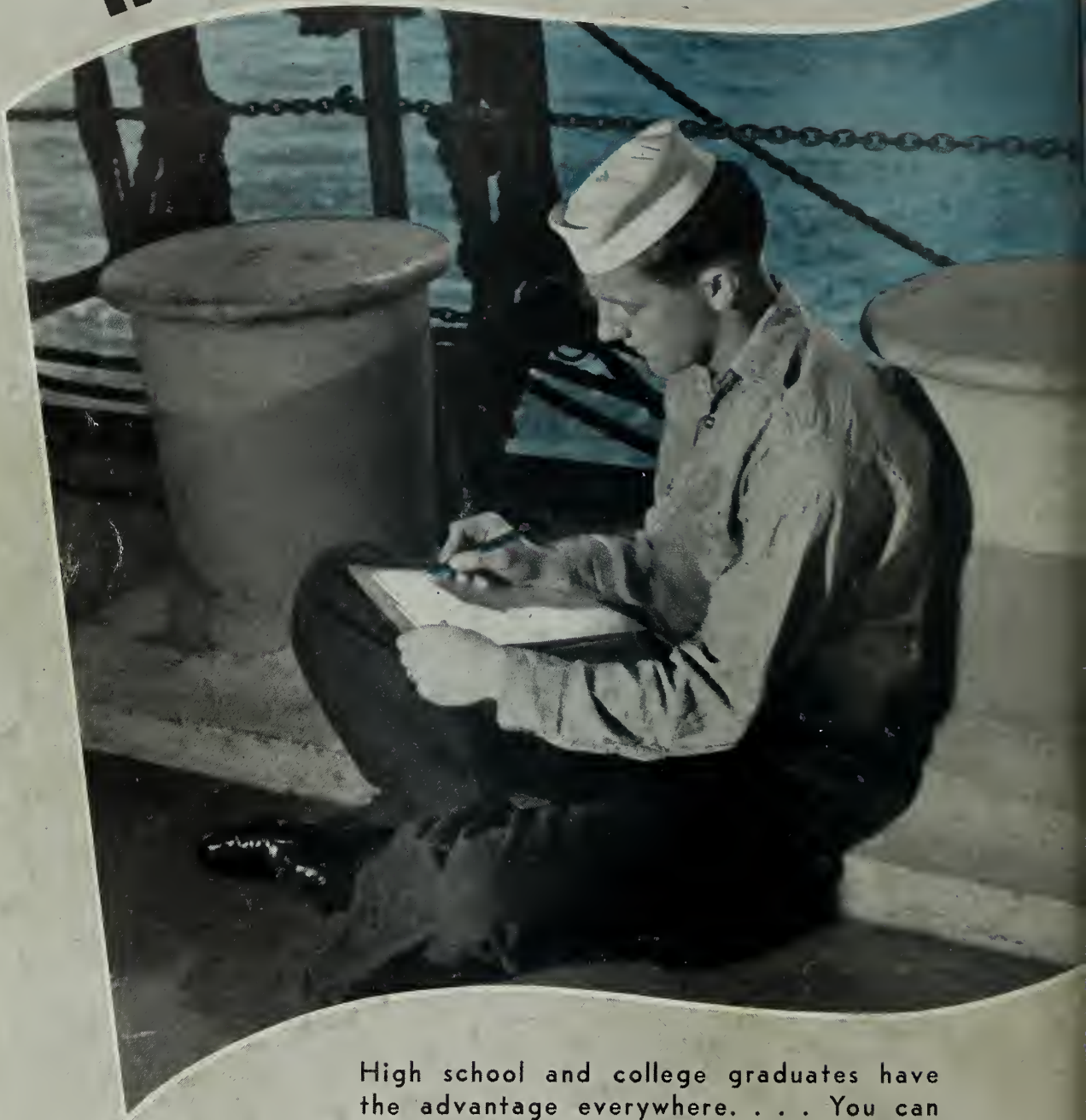
● **AT RIGHT:** Two unidentified American sailors from the Sixth Task Fleet on liberty in Istanbul, Turkey, pass under a huge Turkish flag displayed over a narrow street.—Photo by G. H. McDougall, PH3, USN.

ALL HANDS



**TURKISH
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ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

NAVPER-0



This magazine is intended
for 10 readers. All should
see it as soon as possible.

PASS THIS COPY ALONG

MARCH 1950



BOXER PACKS PUNCH

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

MARCH 1950

Navpers-O

NUMBER 397

REAR ADMIRAL JOHN W. ROPER, USN
The Chief of Naval Personnel

REAR ADMIRAL FREDERICK W. McMAHON, USN
The Deputy Chief of Naval Personnel

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TABLE OF CONTENTS

	Page
Globe Trotters	2
The Word	4
Diaper Run Is Unusual Duty.....	6
Rudders Have Come a Long Way.....	8
Sailors Use Land-Yachts for Homes	10
Harnessing the Atom to Save Lives.....	13
Atom Chasers Get New Counters.....	17
Bound For the Far East.....	18
Navy Sports Roundup.....	20
Learning to Defend Our Harbors.....	23
Letters to the Editor.....	27
Today's Navy	32
Servicewise: <i>News of Other Services</i>	40
Bulletin Board	42
Competitive Exams for Advancement.....	42
How EMs Advance in Rate.....	44
TAD Orders for Enlisted Personnel.....	50
Census Procedures Outlined	51
Income Tax Information	54
Legislative Roundup	55
Directives in Brief	57
Books: Photography Books Lead List.....	58
Book Supplement: <i>Gold Star Odyssey</i>	59
Taffrail Talk	64

• FRONT COVER: With seabag shouldered, Billy A. Shelton, YN3, USN, of Combes, Texas, steps eagerly aboard to begin a new tour of duty.—*All Hands* Photo by Paul Begley, AFC, USN.

• AT LEFT: A giant crane swings an F8F Bearcat aboard USS *Boxer* (CV 21) at NAS Alameda as the 27,000-ton carrier prepares to sail to join the Seventh Fleet in Far Eastern waters. See pp. 18-19.

CREDITS: All photos published in *ALL HANDS* are official Department of Defense photos unless otherwise designated; inside front and lower right, p. 19, OAKLAND TRIBUNE; upper left, p. 18, SAN FRANCISCO CHRONICLE by Barney Peterson; remainder, pp. 18-19, OAKLAND POST-ENQUIRER; back cover, Navy Recruiting Service.

GLOBE TROTTERS



ISTANBUL—U. S. sailors are shown city's sights by Turkish hosts (above). Below: Tin cans berth at Cebu Island during a tour of the Philippines.



EL FERROL—Natives of this Spanish town were almost as interested in the



NAPLES—Shore patrolmen make friends with the local police force. The work

ALL HANDS



iforms of U. S. bluejackets as the sailors
ere in the senorita's balancing act.



ver, Navy men serve their country as
uardians and ambassadors of goodwill.



HONG KONG—Sailors from USS *Salisbury Sound* (AV 13) inspect statues
in the fabulous Tiger Balm Gardens in this historic British outpost.



FAMAGUSTA, Cyprus—Men from *Leyte* and *Haynsworth* tour ancient city
in style (above). Below: Souvenir seekers admire pottery in Athens, Greece.



THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

• **NAVAL AVIATORS** — Qualified naval pilots ordered to non-flying duty in the aeronautical establishment or the general line of the Navy will not be entitled to "flight pay" nor will they be authorized to fly Navy planes.

This does not mean, however, that these pilots, many of whom will be ordered to non-flying duty because of the current reduction in flying billets, would not be entitled to these privileges should they be restored to flying duty.

Once returned to "duty involving flying," they will — unless, of course, that eligibility or authority has been revoked in the meantime. Moreover, should these pilots be released to inactive duty, or have their commissions terminated, or be separated from the Navy under honorable conditions, they will leave the service as authorized Navy pilots.

This information is contained in Alnav 5 (NDB, 15 Jan 1950). It states in part:

"Naval pilots detached from duty

involving flying and ordered to 'duty' as distinguished from 'duty involving flying' in the aeronautical organization or general line of the Navy in the current reduction of flying billets, will not by such orders be required to participate regularly and frequently in aerial flights, will not thereby become entitled to any hazardous duty incentive pay for aerial flights, and their authority to pilot Naval aircraft or to make flights for record purposes is hereby temporarily suspended."

• **CAREER OFFICERS** — Prospects for retention in the Regular Navy have been sharply curtailed for Regular and Reserve aviators on short-term contracts, BuPers Circ. Ltr. 16-50 (NDB, 31 Jan 1950) discloses.

"Reductions in the operating strength of the Navy, accompanied by lowered personnel ceilings and limitations on expenditures, require a substantially smaller naval organization in the immediate future than

Navy Strength 415,600 At the Start of 1950

Navy strength stood at 415,600 at the start of 1950. This represents a drop of about 5,000 from the previous month's total of 420,100.

During the month of December 1949, 8,137 men were recruited into the Navy. Of these 6,863 were former sailors who reenlisted immediately upon discharge, 670 were first enlistments and the remaining 604 were other enlistments.

The Marine Corps over the same period listed a total of 1,343 men recruited. Of this number, 735 were first enlistments, 472 were immediate reenlistments and the remaining 136 were other reenlistments.

Total strength of the Corps stood at 81,200 at the end of the year.

has heretofore been planned," the directive explains.

It is intended if practicable to select at least token numbers of officers from all aviation programs in which such selections are legally authorized. The limits within which applicants may reasonably expect retention as career officers are indicated in the following:

- Aviation Cadet program — not more than five per cent.
- Flight Midshipman program — not more than 10 per cent.

• **ARMED FORCES DAY** — Armed Forces Day, which replaced the former Navy, Army and Air Force Days, will be celebrated this year on 20 May 1950. Tentative plans for Navy participation in observance of this day indicate it will be along the same lines as previous Navy Day celebrations.

Over-all arrangement for the assignment of senior officers to speaking assignments and the use of ships, planes, and other facilities are being made by the Office of the Secretary of Defense.

Previous Navy Day celebrations included speeches by senior officers before civilian organizations, parades and "open house" on board many naval vessels and stations.

After 32 Years, Chief Decides on Naval Career

"I have finally decided to make the Navy a career," said the silver-haired chief, signing reenlistment papers in San Diego for another six-year hitch. Already nearing the mid-century mark in age, the chief had 32 years in the Navy behind him.



Chief Lorigan

Raymond A. Lorigan, CSC, USN, has no intention of retiring to a humdrum life in some too-snug harbor — at least, not for another six years. When the end of that time comes, he'll consider the problem again, and in the meantime he won't be worrying about it.

Now attached to the provost marshal's office of the San Diego Naval

Training Station, Chief Lorigan has seen service in both World Wars and varied types of sea and shore duty. His first ship was *us Prometheus* (AR 3), built in 1910 and in service until 1946. Lorigan reported on board in June of 1918.

Other ships included *us Dahlgren*, built as a destroyer in 1920 and later converted to a miscellaneous auxiliary (AG 91), *us Solomons* (CVE 67) and *us Yuma* (ATF 94). On shore duty Lorigan served at three receiving stations — Miami, Boston and Treasure Island of San Francisco.

In his present assignment to the provost marshal's office — mainly concerned with discipline — the chief is a model example in his own right. Throughout his 32 years in the Navy, he has maintained a steady 4.0 in conduct.

• **PHILIPPINE MEDALS** — Many inquiries have been received by Bupers regarding medals for Philippine Liberation Ribbons and Philippine Defense Ribbons. Here is the straight information as obtained and passed on by the Medals and Awards Division at this Bureau.

Official issuance of these medals, if made, will be by the Philippine government. It is understood that the Philippine government may provide these medals for issuance to eligible personnel at some future time. But at this time such medals have not been officially established or authorized by that government.

These medals have been tentatively approved and the designs have been furnished as a courtesy to certain manufacturers, however. These businesses are authorized to produce and sell them "at their own risk." There is no regulation requiring or prohibiting their purchase by Navy or Marine Corps personnel.

• **SHIP CORROSION** — A new technique for fighting the corrosion of ship bottoms has been suggested by the Maritime Commission.

By suspending pieces of magnesium of various sizes and shapes in the water around the sides of its merchant ships in reserve, the Commission maintains that it can effectively prevent corrosion from forming — and can save the taxpayer somewhere in the vicinity of \$50,000,000.

The magnesium metal acts as an anode and the bottom of the steel hull as the cathode, similar to an everyday "wet storage battery." Thus, a primary cell is formed and current flows from the magnesium to the hull plates.

The electric current produced causes a slight decomposition of the film of water in contact with the ship's hull, thus preventing corrosion. Although the new method, if adopted, would not prevent the usual barnacles from gathering, these barnacles could be easily scraped off during the short drydocking period that would still be necessary before the ship could be placed in active service.

Maintenance of the proposed anti-corrosion equipment would be relatively simple. The pieces would have to be changed only once every three years. The new technique is being tried out on several merchant marine ships.



'Swingfield Follies'

Talented personnel of NOB Trinidad, B.W.I., produced a costumed, musical extravaganza entitled 'The Swingfield Follies.' Well-staged skits and production numbers, interspersed with clever *entr'acte* routines, provided a packed house with an evening of entertainment they'll not soon forget.

SOUTH AMERICAN sequence (above), one of the show's big hits, featured colorful dancers and singer (at right). Below: Trio filled in with hoe-down hillbilly music.



Diaper Run Is Unusual Duty for Ship

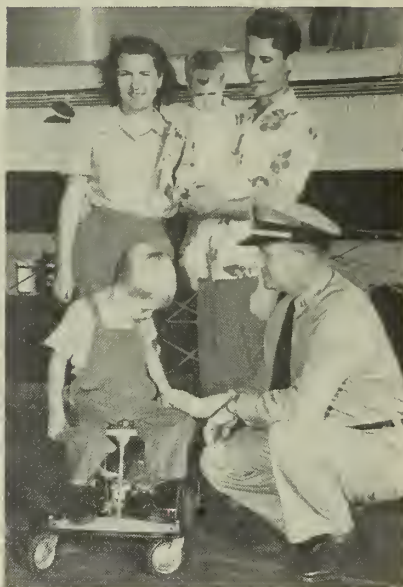
YES, MADAM, you may keep your baby's bottles in the wardroom icebox, and make up the formula in the pantry."

"Sir, the steward will keep your orchids in the reefer box if you desire. We also have space for the wild boar you shot on Kilauea."

"Gosh, skipper, what a rough night. You musta' passed right over Maui!"

John Paul Jones is no longer living so he cannot comment on the above conversations which occur weekly on one of the Hawaiian LSTs, but it would be interesting to see his face if he could hear them. No doubt the majority of present-day officers would also be surprised to learn that there is a Navy ship which permits women to take care of junior in the wardroom pantry as a matter of course and normally returns to its home port with her reefer space chock-a-block with flowers.

Before the last war the Army operated a recreation camp near Kilauea Volcano on the island of Hawaii. As originally conceived, the camp was open to all Army personnel and their dependents, offering an ideal place for a family outing of a week or 10 days. The altitude insured cool nights — a relief from Oahu — and ample recreational facilities were available. The customers were provided with transportation to Hilo on the small Army transport *R. T. Frank*



VACATION bound L. A. Miller, HMC, and his family are welcomed aboard LST 859 by LT L. Tinsley.

— making the overnight journey with a maximum of discomfort and a minimum of reliability.

When *Frank* was lost during the war, the feeling among the initiated was that the Japanese had done us a favor. After the war, when the camp was reopened, Navy personnel were made welcome with the understanding that the Navy would supply the transportation to replace the un-

mourned *Frank*. For the past two years, the Navy has been using the LSTs 857 and 859 for this purpose. The transportation has been reliable, but the far-famed LST quick roll has won many converts to air travel.

The distance from Pearl Harbor to Hilo is just over 200 miles, an overnight trip for a 10-knot LST. The return trip is usually several hours shorter (as well as considerably more comfortable) because the prevailing wind is from astern, and it frequently adds several knots to the speed.

Although the passengers are cautioned that they are not boarding a second *Lurline*, the quarters aboard the ship are adequate if the family comes aboard with a camper's back-to-nature attitude.

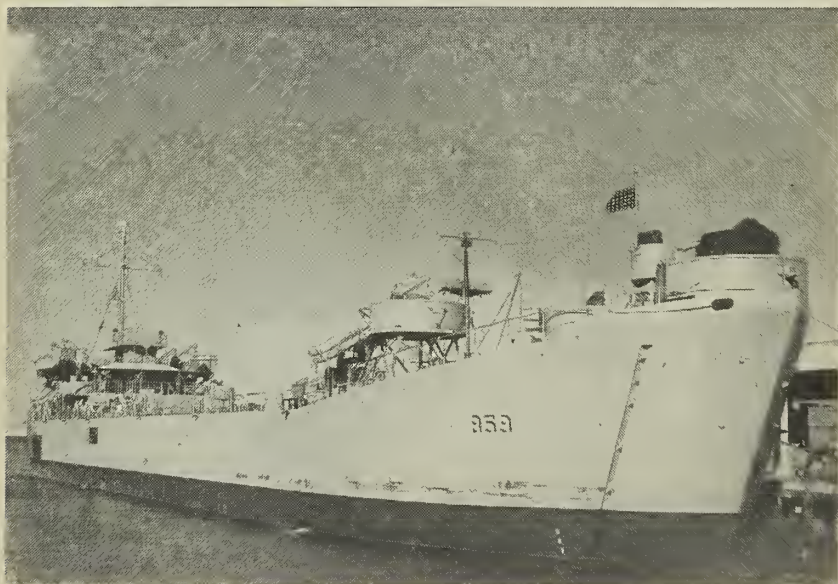
Probably the most appreciated feature of the LST — sometimes the only one — is that its roomy tank deck is used to store the customers' automobiles. Although a car is not necessary at Kilauea Military Camp, bringing your own improves the possibilities and comfort of sightseeing on Hawaii.

About one a month the "*Diaper Special*" is routed back to Pearl via Kahului, Maui, where occasionally there is Army cargo awaiting shipment. On those trips the ship stays in Maui all day, and excursions to Haleakala crater and the Parker Ranch are arranged.

Caring for overnight guests required additional personnel and some changes in the ship's organization.

To facilitate feeding the passengers, the ship's officers move into the captain's cabin for their meals, and the wardroom is completely turned over to the passengers. Normally, two sittings are ample, but during the crowded summer months three are required. All women, younger children, and girls eat in the wardroom. Normally officers are permitted to eat with their wives, but on crowded trips the more junior officers and service juniors are offered the choice of going through the mess line or eating in the mythical fourth sitting.

One recurrent problem is the assignment of staterooms. There are only five actual staterooms available in wardroom country. A sixth, ac-



NO LURLINER, the LST 859 nevertheless provides 'unforgettable' transportation for service personnel and families from Oahu to rec camp on Hawaii.

tually an office space, can be used in emergencies.

Since the passengers normally number upwards of 60 it can be seen that competition is keen even though the empty bunks in the ship's officer's staterooms are utilized. The majority of passengers who cannot be accommodated topside are assigned to the bunkrooms formerly used for troop passengers alongside the tank deck. CPO bunks with inner spring mattresses were installed in the starboard side bunkrooms which were turned over to women. The port side is assigned to men.

On less crowded trips it is frequently possible for whole families to be berthed together, but this is seldom the case when school is out. When honeymoon couples come aboard to spend their first week on Hawaii, they are normally berthed in the ship's office along with the commissary records and the storekeeper's favorite pin-ups.

The meals served on both the passenger LSTs are all "general mess" food as is the case on ships with five or less officers. No special menus are prepared for the passengers although an effort is made to serve food which would be as tempting as possible to an already queasy stomach. In brief, pork chops are not on the menu.

After reading a number of comment sheets it was discovered that the Navy breakfast of beans and cornbread did not have large following among dependents. As a concession to the passengers the ship waits

until later in the week after the passengers have departed before holding a bean morning.

On LST 859 the most important contribution to the success of the passenger carrying mission was made by Walter Beerle, HNC, USN. He met the passengers as they came aboard and gave their messing and berthing assignments. After the ship cleared Diamond Head, he dispensed seasick pills to the victims of the channel swells. Frequently he acted as sitter while the parents took naps or were otherwise indisposed. In this connection, he noted that normally young children did not become seasick even though their parents did.

On days when the ship stopped in Maui, Beerle organized the tours to Haleakala. On one occasion the grades and consequently the apparent seniority of two Army officers were inadvertently interchanged on the passenger list. The older officer's wife felt that the room to which she and her husband were assigned was not as desirable as some of the others and shortly her husband requested a change. Beerle satisfied all the customers and his own sense of humor by putting the colonel and his wife in the honeymoon cubby hole with all the pin-ups.

Comment sheets, providing an index of the passengers' opinions, frequently are a source of entertainment. One naval officer recommended that the Navy replace the LSTs with one of the many yachts which the Navy had acquired during the war. He apparently felt that a yacht would provide more niceties to which he was — or perhaps would like to be — accustomed.

Unfortunately, all these suggestions — constructive as they no doubt were — were made in the face of the carefully explained fact that there are no other ships available for the run and that the military characteristics of the LSTs could not be altered. As a result, no action was taken.

The present reduction of service personnel in the Hawaiian area has made the closing of Kilauea Military Camp and the consequent discontinuation of the LST service a possibility. If this occurs it will mean an end to one of the more unusual employments of a naval vessel. But it is a safe assumption that the Diaper Run will be remembered by the post war pineapple sailors for some time to come. — LTJG W. B. Hayler, USN.



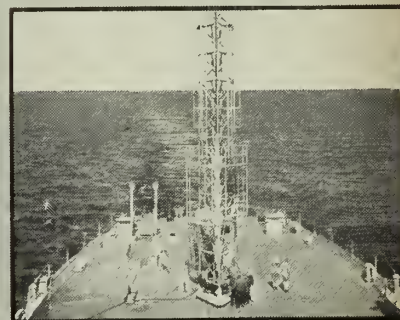
AUTOMOBILES may be taken and improve the possibilities and comfort of sightseeing on Hawaii.

QUIZ AWEIGH

The old adage about there being nothing new under the sun is strictly hokum. The Navy is always coming up with something new. Have you been keeping pace with recent developments?



1. This needle-nosed nifty, obviously a jet fighter, is the (a) XF3R (b) F9F (c) F2H.
2. The official name for this excellent aircraft is (a) Hellfire (b) Banshee (c) Panther.



3. This weird looking rig is (a) new type radar antenna (b) shipboard television transmitter (c) rocket launcher.
4. It is located on the fantail of (a) USS Norton Sound (b) USS Salem (c) USS Burton Island.



5. One of the Navy's newest weapons, USS Robert A. Owens is designated (a) DDR (b) DDK (c) DDM.
6. Ships of this type are known as (a) high-speed destroyer mine layers (b) radar picket destroyers (c) hunter-killer destroyers.

From Hands to Hydraulics



ONE MORNING a long time ago a man climbed into his dugout canoe and set out to go fishing. As soon as his craft was under way, he put into operation that newfangled contraption called a sail. The breeze was fresh and the canoe bent on a goodly number of knots. There was only one thing wrong — the one-man crew was having a terrible time staying on his course.

When the canoe veered to port, he'd put his paddle over on the port side and claw water at a terrible rate, trying to make the port side catch up. If the craft yawed to starboard, he'd put on the same performance on that side. It wasn't long before he was sweating heartily and swearing in his odd, prehistoric language.

By the time he got half way across the lake, he said, "The heck with this. I'm not in such a ding-donged hurry anyhow." So he settled back and rested, letting his paddle trail in the water. Idly, he twisted the handle to right and left, and felt the blade describe a crooked path through the water. Perhaps at that moment an idea was born — the idea for the world's first rudder.

That idea has come a long way, and now we see 20-ton rudders nudged to right and left by electricity with an "iron mike" sending out the impulses. It has come a long way, but steadily — and seldom has an invention been so important to the human race.

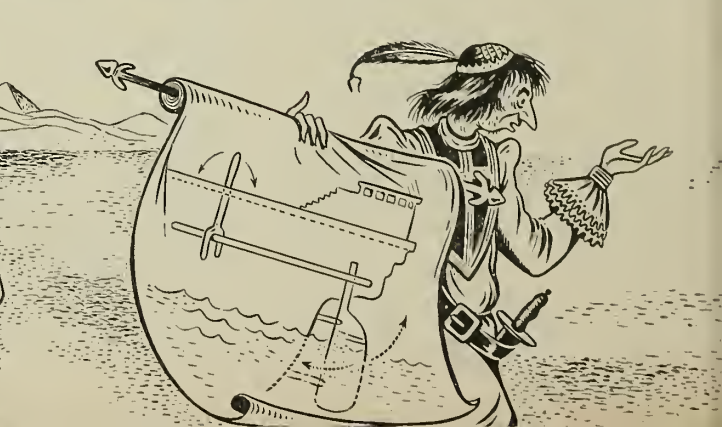
Our early-day fisherman was probably so happy about his discovery that he lived out the rest of his natural life without trying to improve it. But a few generations later somebody came along who was smarter — or lazier. He noticed that his arms got tired, taking the thrust to port and starboard as he twisted his paddle. He got busy and lashed a short spar

across the poop deck of his runabout. To this he fastened his paddle, letting the blade extend into the water off the starboard quarter as before. Now all he had to do was to swing the paddle, leaving him some muscular energy available for other important tasks.

Up until a hundred years or so ago, things in general moved rather slowly. Rudders were no exception. For many centuries they remained much the same as they were at the dawn of history. In the early 1900s someone noticed a picture of a boat carved in the stone quay wall at Utica, in what is now Tunisia. People who know about such things estimated that the picture was created at about the time of Saint Paul — approximately 30 A.D. It showed two rudders — one over each side of the stern. These were paddle-like affairs, and except for being larger, they were much like the implements which became the world's first rudders thousands of years earlier.

Side rudders were used right along, up until a hundred years or so before Columbus' ships were built. They — or steering oars — were used to guide Leif Ericson's Viking boats across the Atlantic not too long before. Even today, steering oars can be seen in use on moderate-sized craft in various parts of the world. For a long time, people thought that behind the stern of a ship was a bad place for a rudder to be. Perhaps they were right, too. Sterns weren't as well designed in those days as they are now, and turbulence was often bad in the undercounter area.

Before the days of steering wheels, sea-farers used to devise some very peculiar rigs for controlling rudders. Many of these were supposed to be improvements on the trusty tiller which usually extended forward from



Rudders Have Guided Ships

stern rudders or inboard from side rudders. One of these devices was the whip-staff.

The whip-staff consisted of a vertical lever, pivoted at the deck upon which the helmsman stood. Part of the lever extended below that deck and was attached to the end of tiller which was also below the deck. If the helmsman wanted to turn left, he would push the top of his whip-staff to the left. That would push the end of the tiller to the right and swing the rudder to the left. The advantage of the whip-staff over having an ordinary tiller aren't too apparent. For one thing, however, it would require less clear deck space. Also, it could provide more leverage — at the cost of some swinging range at the tiller.

Many ships of every age between dugout and dreadnaught were steered by ropes or cable attached directly to the rudder. These often were led up around the counter and aboard, outboard of everything else. These ropes were sometimes pulled by hand, independent of machinery, and sometimes they weren't. One of the most logical ideas was to hook a block and tackle onto each rudder-rope for assistance — especially in the case of larger ships.

Some arrangements don't seem logical to us today, but were used anyway. One was the steering system used in certain Red Sea "botellos." Visualize a pair of oars fastened in oarlocks — one at each quarter. Now saw the oars off about as far outboard of the rail as the hand-grips extend inboard. Next, tie a line from the end of each sawed-off oar and run it back to the rudder. Don't tie it to the rudder, but to the end of a tiller extending *aft* from the rudder. Another line should be secured to the inboard end of each oar and given a turn around the mast. This will keep the

whole affair fairly taut and prevent your rudder ropes from riding awash.

The best thing about this rig is that you can steer by instinct. If your ship swings to starboard, obviously the port side is going too fast. Just grab the inboard end of your port "oar" and hold back. That will stop the right turn and straighten out your course.

A ship seen on the Red Sea in 1795 had an elaboration of this scheme. Its steering timbers — compared to oars in the last paragraph — were fastened to the ends of a beam which was secured athwartships across the poop deck. These extended up-and-down instead of horizontally. The rudder-rope were attached to the lower ends of these beams. Other ropes were fastened to the upper ends and by these the steering was done by remote control.

That ship was used to ferry Mohammedan pilgrims toward Mecca. The high stern deck was used as a favorite seating place for upper-class pilgrims, and the ingenious steering gear was designed in order not to deprive them of any space.

The Venetians are given credit for introducing the first steering wheel for ships — in 1719. Before that — in 1705 — a British ship named *Victory* had a windlass installed to heave the tiller to right and left. Perhaps that is what gave the Venetians the idea. As the years went by, wheels grew very large at times — as well as very elaborate. Often more than one wheel was put on the same shaft so that in heavy weather several husky helmsmen could muster around without getting in each other's way. As many as four wheels were sometimes used. For largeness of steering wheels, it would be hard to beat the old Mississippi River steam boats. Some of these wheels were so big that only a small

segment of them extended up into the pilot house, and still the handles were as high as the helmsman's chest.

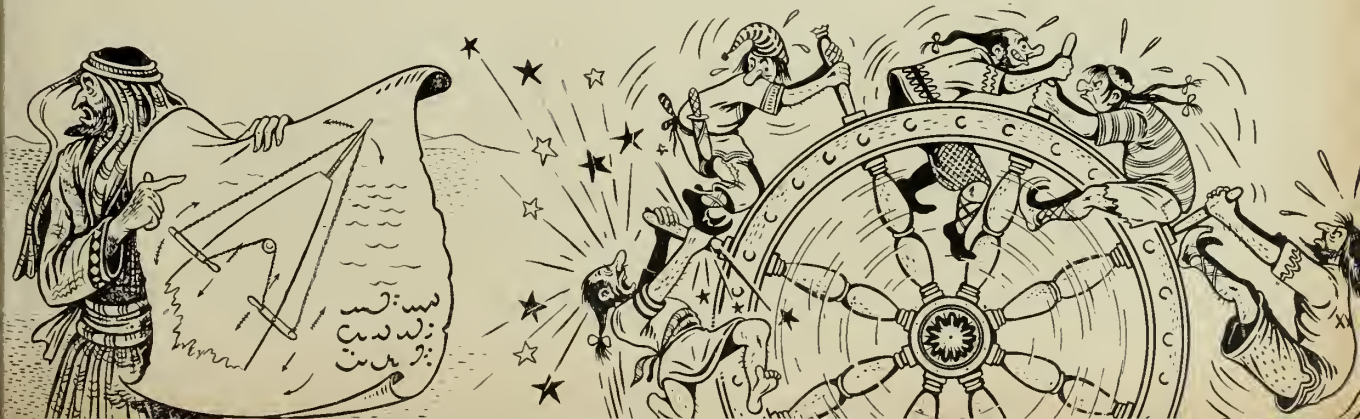
It's exciting to imagine the old-time seaman wrestling with the kicking wheel through a long mid-watch. But if anybody was sorry when steam steering came into vogue, it was seldom that seaman. If it was less thrilling merely to provide the brains and let machinery provide most of the muscle, it was also less tiring.

The first ship on record equipped with steam steering was the coastwise steamer *Augusta*, which plied between Savannah, Ga., and Fernandina, Fla., between 1858 and 1860. In 1866 a British ship named *Great Eastern* was so equipped. A couple of years later, a British warship named *Northumberland* was outfitted with steam steering, too. That is the first known case of a warship being steered other than by muscle power. *Northumberland's* steering engine had a wooden drum upon which leather steering ropes were wound.

The first balanced rudder is said to have been designed in 1870. But if the paddle held by that fisherman we talked about was held *vertically*, it too was a balanced rudder! Of course when rudders began to be hung by pintles and gudgeons attached to the front edge, they became unbalanced. Most of them still are, except in warships.

Power steering has branched out into several forms — steam, hydraulic, electric, and combinations thereof. Most sailors are familiar with them to some extent. To go into the subject to a greater extent would put ALL HANDS into the field of scientific and mechanical magazines — which isn't its field.

If you ever stand a wheel watch, though, stop and remember that you're dealing with about the most historical thing on the ship — except maybe the anchor. (See ALL HANDS, May 1949, pp. 22 and 23.) — H. O. Austin, JOC, USN.





DEVOTEES of trailer living—Chief and his family have lived in trailers for ten years. Right: Mail is delivered daily.

Sailors Make Land-Yachts Their Homes

SIXTY-TWO Navy families at the Naval Training Center, Great Lakes, Ill., have found a solution to the housing shortage in that area. They are living in their own house trailers at the Center's modern trailer park.

The park was originally the idea of a group of Great Lakes men. They submitted a request to the CO of the Training Center that a trailer park be set up. After the plan was approved, the park was built by the Center's Public Works Department in the recruit training area. This was in 1947.

The new trailer park consisted of 62 lots, each ready to receive a mobile home. Connections for water, electricity and sewage disposal were at hand on each lot, and in the center of the park stood a utility building. In this, a complete automatic laundry was provided, including washers, extractors, a drier and several deep sinks — plus lavatories and showers for trailerites not having such bathroom facilities in their homes.

Soon the 62 lots had 62 trailers berthed upon them, ranging from 18-foot tourist models to "land yachts" crowding the 40-foot mark. Green lawns, flower beds and picket fences sprouted up, and television antennas blossomed in the tree tops. The board walks between the lots were soon humming with pedal-car traffic and

gingham was flapping on the clothes lines.

Care and upkeep of each parking area is the responsibility of that lot's inhabitants. The residents are provided with communal lawnmowers, lawn rollers, wheelbarrows and other equipment of that type, and are free to use their imagination in landscaping their small yards. The individual picket fences, each supporting a mailbox, give the park a comfortable suburban appearance. This is enhanced by the various arrangements of awnings and porches on the trailers and by the pleasant lawns and flower beds.

Civic prides and a spirit of cooperation are evident throughout the park. One recent improvement was the planting of a hedge along the front of the park grounds. This was suggested by a group of trailerites known as the improvement committee. The hedge was planted by volunteers among the residents who obtained the shrubs and planted them in one afternoon. When grown, the hedge will shut the park off from the street.

**Solution to Housing Shortage
Offers Many Advantages
As Havens for Sea-Faring Men**

Families become aware of this cooperative attitude among the park residents as soon as they arrive. The sight of a new trailer moving into the park is the signal for all hands to muster around. Trailers are "docked" by hand to locate them more carefully than auto power would permit. The attitude of mutual assistance follows most families when they leave, and many maintain contact with the park — sending back information about trailer facilities and travel conditions throughout the country.

While most of the park's residents bought their first trailer only because no other housing was available, many are now vigorous advocates of trailer life. The selling point most frequently mentioned is the convenience when transferring to a new duty station. A seasoned trailer team, consisting of two members — man and wife — can "secure for sea" and get underway in an hour or less. While the feminine deck force gets things ship-shape in the living area, the one-man engineering gang unhooks lights, water and drainage connections and backs the family car in for connecting. He doesn't have to worry about getting up a head of steam, however. On the contrary, he may remove the hood from his motor compartment to help keep boiler temperatures down.

Most trailers in the park are designed for use as permanent or semi-

permanent homes rather than for vacation travel. With one of this type in tow, a family usually plans to cover only about 350 miles a day. Also, they like to avoid holiday travel and steep grades whenever possible. Towing a large house trailer presents its problems and isn't cut out for the strictly intellectual sailor who never could manage a pair of pliers.

For the normally self-reliant, however, its inconveniences are outweighed by advantages, and one of them is this: the problem of looking for overnight quarters while en route disappears. Most good-sized towns have a trailer park where one can stop for the night at the cost of a dollar, and hook up his lights and water besides. Or, if he has a kerosene lamp and some water of his own along, a person can stop in a country churchyard or school grounds till breakfast time is over. Country deacons and school teachers will seldom (if ever) object as long as one leaves the premises before morning assembly time and leaves them in as good condition as before.

If the highway has an extremely wide shoulder, some have been known to simply pull off and anchor there for the night. In this maneuver, like in any other maneuver off the hard road surface, the wise skipper proceeds with caution. A two-ton cottage on wheels is well-nigh immovable if it ever gets hard aground in soft ground. To moor within 20 feet of the pavement isn't the thing for the faint-hearted, however. The great thundering freighters of the highway set up a terrific bow-wave as they sail past, and can set a land yacht to rocking on its rubber-and-spring foundation. While there is no danger of cap-



APPROVED sign is installed. High standards of the trailer park community, with its surrounding green lawns and flower beds, earned it this award.

sizing, un-nautical members of the family sometimes find the motion frightening and disturbing.

To get back to Great Lakes, trailers berthed there — as almost everywhere, are set up on foundations of concrete blocks or cinder blocks. This saves tires, and provides steadiness like that of a house. On most of the trailers, roofing material is fitted between the sides and the ground. This conceals piping and foundation blocks, and conserves fuel in cold weather by keeping a quantity of "dead air" imprisoned between the floor and the ground. Except for lightweight "camp trailers," modern house trailers are well heated and thoroughly insulated, making them completely comfortable.

Children living in the Great Lakes

trailer park go to school in nearby Farnsworth or at Camp Robert Smalls. School busses convey them to and from school. More than 50 children live in the park, with as many as three in one family. Families of five insist that they can live comfortably in their mobile homes. The wife of a chief boatswain's mate said, "We have a separate room in one end of the trailer, fixed up for the children. We put in triple-deck bunks to save floor space. We don't waste any space, and as long as we keep everything in its place we get along fine."

The park has a playground for children, and plans are being made to improve it next spring. Improvements are also being planned for the park's two picnic areas which are located on grassy sites to the rear of

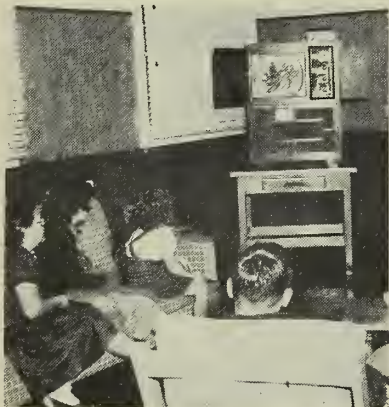


MODERN trailer park at NTC Great Lakes offers 62 Navy families a solution to the housing problem in that area.



ENJOYING their new club, CPOs at NTC San Diego pause for conversation and refreshments at the completely equipped and stocked fountain.

Hard Work Builds 4.0 San Diego CPO Club



HI HO SILVER!—Small fry enjoy the new television set in a corner of the spacious CPO club lounge.

A lotta work and a little dough accomplished great things in the way of a new CPO club at the Naval Training Center, San Diego. The club is now open — going full blast.

Among the club's most popular features are the four bowling alleys and a big, well-stocked fountain, completely equipped. Two party rooms with facilities for dancing, the pool and snooker tables and the spacious lounge with its huge new TV set for the video fans (among whom are numbered the CPOs' young'uns) also get a large play.

With know-how and elbow grease volunteered by the chiefs, the club was built without a dime being spent for labor.



VARIETY in bowling technique, including both form and ability, is on display nightly at the four bowling alleys of the new CPO Mess (open).

the park. Other recreational facilities, including movies, public swimming pools and tennis courts on the Center, are easily reached via the Great Lakes busses which stop in front of the park.

Residents of the trailer park have many interests in common, aside from improving their surroundings. "Bull sessions" about past trips and technical matters pertaining to trailer travel and trailer living are frequent, with experienced trailer hands passing along sage advice to the greenhorns. Conversations concerning overload springs, trailer hitches and the pulling qualities of various cars may give the newcomer a feeling of abyssmal ignorance. But the park is full of people with wide knowledge of such matters, and they are always glad to pass on the straight dope.

Increasing popularity of trailer life among Navy families is proven by the list of applicants living in civilian-owned parks while waiting for space at Great Lakes. Work was started in September 1949 to build a second park at Camp Robert Smalls which will make room for 40 of the families on the waiting list. The new park was scheduled for completion in December.

Navy men, accustomed to living in limited space, take adjustment to trailer life in their stride. Wives and children soon learn the old seagoing adage, "A place for everything and everything in its place" — and learn its value. Most take a lot of pride in their little homes and are highly contented in them.

One of the real "old hands" at the Great Lakes park is Henry W. Englebrecht, GMC, who is a veteran of more than 10 years of home life on wheels. He is probably the park's most ardent devotee of trailer living, and has owned five of the modern covered wagons in his time. These he has towed approximately 10,000 miles, altogether. He will assure you that in all those miles his wife never cooked a meal or baked a cake in the trailer while traveling down the road — like they do in the movies and funny papers. Also, he doubts seriously that anyone else has done so.

This CPO who has been in the Navy for more than 19 years plans to continue living in a trailer after transfer to the Fleet Reserve. "It's the ideal arrangement for a small family," he says. "No more house hunting for me!"

Harnessing the Atom to Save Lives

THE Navy Medical Corps is now training some of its top-notch enlisted men in a brand-new, exciting field of medical science — radioactive isotopes.

Radioactive isotopes, or as they are sometimes known, "radio isotopes," are a by-product of the splitting of the atom (atomic fission) and of the development of the atomic bomb.

The discovery of these magical isotopes will mean big changes in the science of medicine just as the development of the bomb will mean big changes in the art of warfare. While the atomic bomb can be used to snuff out thousands of human lives, radio isotopes are being used by doctors every day to improve human health and even to save lives which otherwise might be lost.

To keep its hospital corpsmen in step with these great steps that are being taken by medical science in the Atomic Age, the Navy has begun a six-month course of instruction in the handling and application of radio isotopes at the Naval Medical School, Naval Medical Center, Bethesda, Md.

Here, in a gleaming white skyscraper medical center surrounded by emerald green lawns and interlaced with tidy, white-curbed roads, youthful medical technicians are seeing modern-day miracles of medicine performed before their eyes.

For not only do these men learn their theory in the classroom, they also learn in the laboratory and in the clinic. In order to be a qualified technician in this fast moving field of radio isotopes, a man must work right alongside the doctors who are every day finding new uses for these radioactive life-savers.

Basically, an isotope is a form of an *element*. There are 96 of these elements known to man today — such familiar substances as silver and lead (solids) and hydrogen and helium (gases) are elements.

An isotope is one of these 96 elements that has been made either a little lighter or a little heavier by adding to it or subtracting from it by a complicated atomic process. An isotope might be called a "sister" of its related element.

An isotope that is *radioactive* is one that is unstable. It is ever changing at a constant rate into a less complex form with an accompanying release

of energy in the forms of radiations which we call *rays* or *particles*.

Scientists, while working long hours to develop the atomic bomb, found that they could take a tiny unit of one of these elements, make a radioactive isotope of it and introduce it into a person's bloodstream. Then they found that they could trace the path of this tiny unit as it moved through the body. To do this they used a special sensitive instrument to pick up these rays or particles as they escaped from the body through the surface of the skin.

The well-known Geiger counter (actually the Geiger-Muller Counter) turned out to be just the instrument for these studies of radioactive isotopes. Geiger counters and isotopes, used in this fashion, have given doctors some startling "cures" in patients who before the day of the atom would have been given up as hopelessly ill.

Radioactive iodine has proved to be one of the best of these amazing isotopes. By introducing radioactive

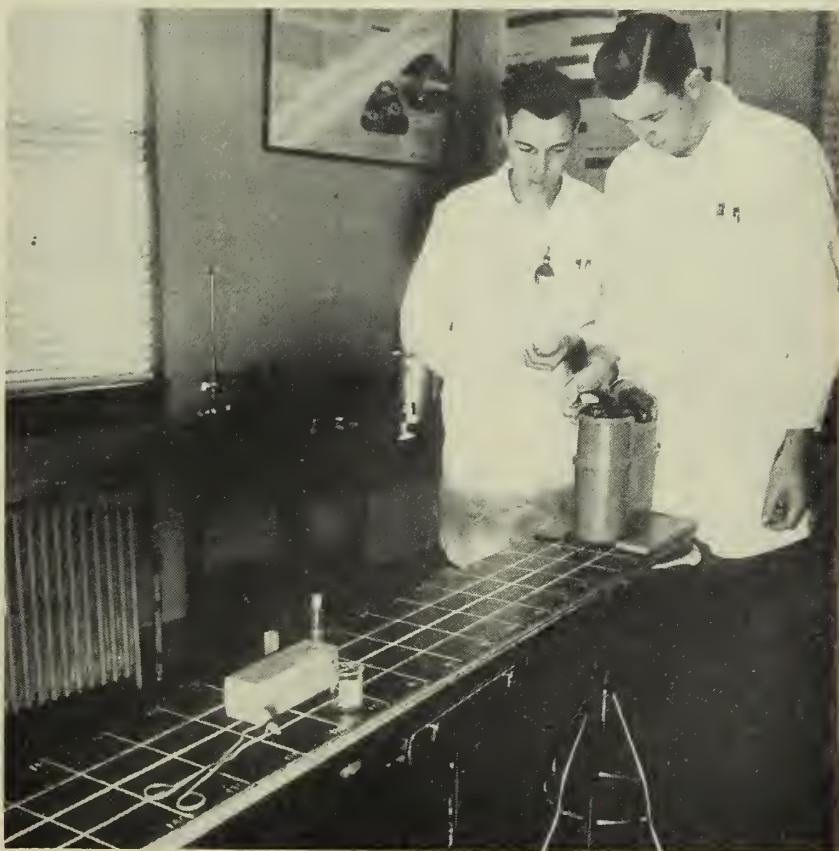
iodine into the bloodstream of a patient with an overactive thyroid gland, for example, a doctor can now effectively destroy the guilty thyroid cells without causing any great damage to other body tissues.

Long before they started to use isotopes, doctors had known that certain forms of radiation, like x-rays, could knock off a bad thyroid. The only trouble was that they couldn't reach the thyroid with their x-rays as effectively or readily as they wished.

Back in those days they knew something else too — that iodine, when put into the body, will head directly for the thyroid like a liberty-bound sailor heads for his pay.

The discovery of radioactive iodine has enabled the medicos to link these two ideas together. The radioactive iodine is itself a miniature x-ray machine, and what is more, it can go right to the scene of the trouble — the diseased thyroid — and knock it for a loop.

This has given the doctors a new and potent weapon for fighting an



CALIBRATION of prepared dose of isotope trace is done by comparing amount of radiation given off with amount given off by known, standard dose.



RADIOACTIVE material is measured out by use of a remote control pipette on a radium loading bench. Technician is protected by a heavy lead shield.

overactive thyroid — a weapon which can and probably has saved lives.

Take the case, for example, of a middle aged veteran who came to the isotope clinic at the Naval Medical Center for treatment. We'll call him Bates.

Bates came into the clinic in a wheelchair, so disabled by an overactive thyroid that he couldn't even summon the strength to move his own wheelchair. He had been too exhausted to work at a job for the previous 12 years because his thyroid, manufacturing an excess of the stimulant "thyroxin," was flooding his body with the stimulant. This flood was causing his heart to pump at many times its normal rate and had left Bates continually worn to a frazzle.

This constant thumping of the heart was extremely painful. In addition, Bates suffered from frequent fainting spells. Oddly, enough, he had undergone almost 20 years before an operation which was intended to remove most of the abnormal thyroid. If successful, this would have brought Bates's thyroid secretion once more back to normal — but it wasn't.

Once in the clinic, Bates was given a complete reexamination by the doctors and was recommended for "tracer study" with radioactive iodine. In a tracer study, the patient takes only enough of the radioactive isotope to enable Geiger counters to "trace" the path of the dose. Taking

this dose was the easiest thing in the world — Bates just drank it down like a glass of water.

As a matter of fact, the dose is very much like a glass of water. A carefully measured amount of radio iodine (in this case) is mixed with pure distilled water. The dose even tastes like water. But it works medical wonders. Corpsmen irreverently call a dose an "atomic cocktail" or "hot shot."



TRAINEES at the school test theories about radiation learned in class in the institute's excellent laboratories.

After Bates had drunk his "atomic cocktail," he was wheeled into the laboratory several times each day to be checked. Corpsmen went over the region of his neck (where the thyroid lies) with a special Geiger counter, computing the amount of radioactive iodine that had found its way to the thyroid area.

The patient's progress was carefully charted on huge wall graph. The amount of iodine absorbed by Bates was compared with the amount that should be absorbed by a normal thyroid. Doctors concluded that the surgeon had not removed enough of Bates's overactive thyroid in the previous operation and that two fragments of it still remained in his neck to plague him.

This determined, it was decided to give Bates another dose, this one many times more powerful than the first — a dose which this time would act as a cure rather than simply as a tracer. The corpsman again mixed an atomic cocktail. He put in a larger amount of radio iodine (actually still very small). Again Bates gulped his drink.

Soon an amazing change began to occur. Bates's heart slowed down. The pain in his body began to subside. His breathing became easier. For the first time in many years, he began to enjoy life. What had happened was that the radioactive iodine had found its way to the two bits of thyroid tissue that remained in his neck and had destroyed them without a trace.

Exactly two weeks after he first entered the isotope clinic, wracked with pain and too feeble to move, Bates walked out, carrying his own luggage, happily holding a new lease on life. As far as the doctors can tell, he is cured of his thyroid overactivity.

Navy doctors are constantly impressed with the results of cases similar to that of Bates. A New York veteran was "cured" at least temporarily of a persistent cancer of the thyroid, a cancer which had broken off and spread to other parts of his body, causing him to be bedridden with pain. Another man, who had so many red corpuscles in his blood that he appeared to have an extremely bad case of sunburn, had his red corpuscles count reduced to normal. All this thanks to radioactive iodine.

It is to train medical technicians to administer an atomic cocktail to patients such as these and to judge the

results that the Navy has opened its school in radioactive isotopes.

Not only is there a great need today within the Navy for isotope technicians to work in isotope clinics such as the one at the Bethesda Naval Medical Center, there is also a great demand for corpsmen qualified to assist Navy medical research men as they work out new methods of treating persons with radio isotopes.

For this important clinical and research work, the Navy takes only the best. Top graduates of the Navy's Class C school in x-ray technique alone are eligible to apply for training at the isotope school.

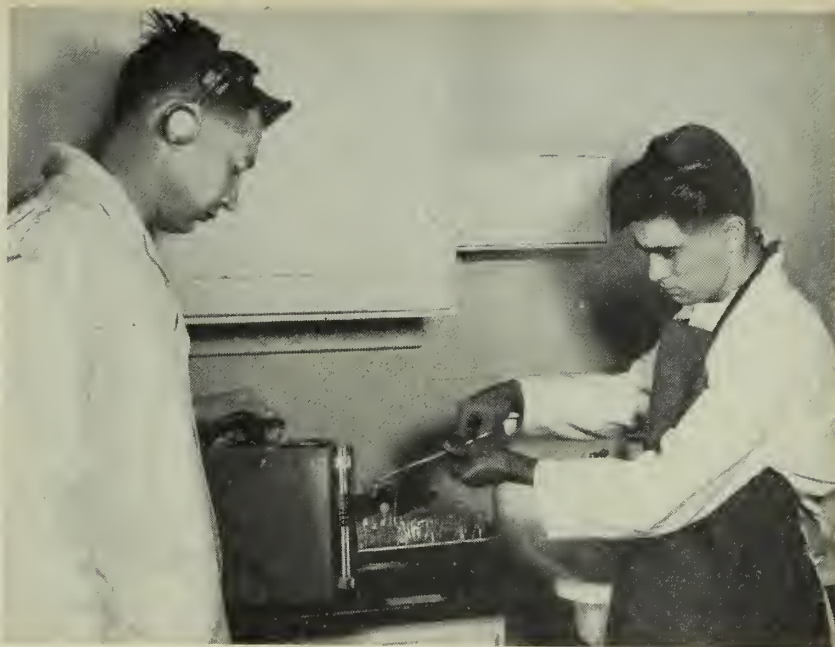
The basic idea behind the new school is for each student-corpsman to participate in practical clinical treatments while he is learning the theory behind these miracle isotopes in the classroom. As a result, half of each day of instruction is spent in the clinic, helping and learning.

In the classroom sessions, the student is given a general review of mathematics with special emphasis on the slide rule and other computing instruments that he must use to figure doses; an outline of radiation which includes such subjects as x-ray physics, photodosimetry, natural radioactivity and artificial radioactivity; and an outline of administrative procedures he must follow to receive, prepare and dispose of radio isotopes.

Classroom sessions are held each morning, five days a week, at the sky-scraper medical school. Classes start promptly at 0830 and continue until 1130. Some homework is assigned for courses in these morning sessions. After the morning's work, the student-corpsman gets an hour and a half for lunch followed by an afternoon of practical work.

This practical, on-the-spot training in the clinic lasts from 1300 to 1600 each day. During the six-month period the course runs, students learn the following subjects: Radio Chemistry, including such practical topics as standardization of isotopes after they are received, safety precautions necessary in handling, preparation of radioactive solutions, measurements of the patient, collection of urine samples, handling and storage of specimens, administration of doses, preparation of clinical data charts and the disposal of decaying radio isotopes.

The last phase of this work in the clinic — Laboratory Procedures, Clinical — calls for the student-corpsman



CHECK for radioactivity is made before lab equipment is put away following use. Radiation count must be at a very low level or equipment is washed again.

to work alongside experienced corpsmen and doctors as they treat patients brought into the clinic.

Each student is carefully taught each step in the procedure by which the Navy treats its patients with radio isotopes. It is these same procedural steps that he will use when he completes his training at the medical school and is assigned to a naval hospital or research lab.

The clinic at Bethesda receives a

fresh shipment of radioactive isotopes every two weeks. The isotopes come from the atomic energy plant at Oak Ridge, Tenn. They arrive at the clinic carefully sealed in a glass container which in turn fits snugly into a special lead or concrete receptacle.

The student learns to take proper care in removing the glass container and in measuring out samples. To do this — and be fully protected at the same time — he uses a long-handled "pipette," a long, slender glass tube. This pipette enables him to stay behind a lead shield and manipulate the "hot stuff" from a safe distance.

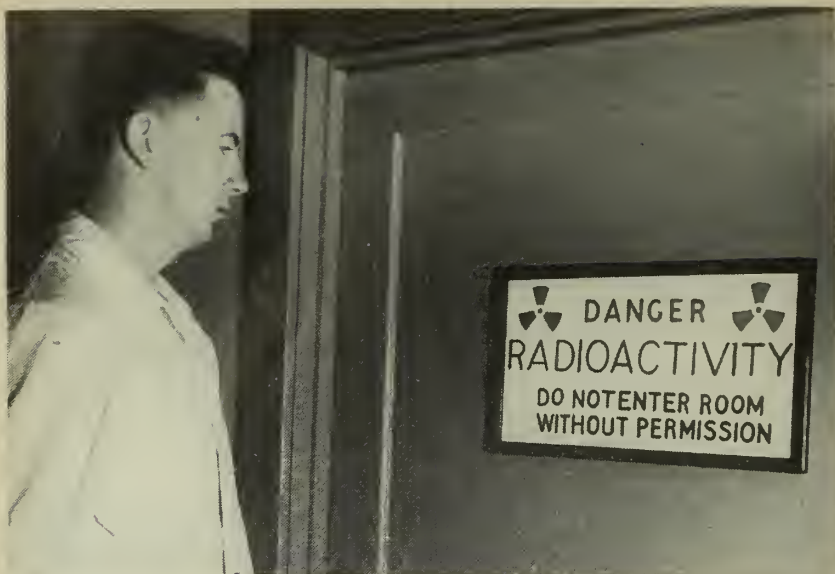
He measures out a small amount of the isotope to be used, then checks it with a laboratory counter to determine how "hot" it is. This is important. The doctor must know exactly how radioactive an isotope is in order to recommend the correct dose.

When the doctor decides how much the patient is to have, the dose is prepared and then double-checked against a standard dose. This double-checking is done on a long board which is scaled off in squares representing units of radiation. An ionization meter (a cousin of the Geiger counter) is placed at one end of the board and the two doses a specified distance down the board. From the reading he gets from the meter, a corpsman can tell whether the prepared dose is the correct one.

After the patient takes his dose,



FUNDAMENTAL knowledge of chemistry is one of the prerequisites to becoming a radiation specialist.



SAFETY FIRST is the watchword around the school's laboratories. Symbols in the upper corners of the sign are international symbols for radioactivity.

the tracing begins. The doctor marks a pattern of red dots in crayon on the skin over the area to be studied. The student must learn to take his Geiger counter, place it on these dots and take his readings.

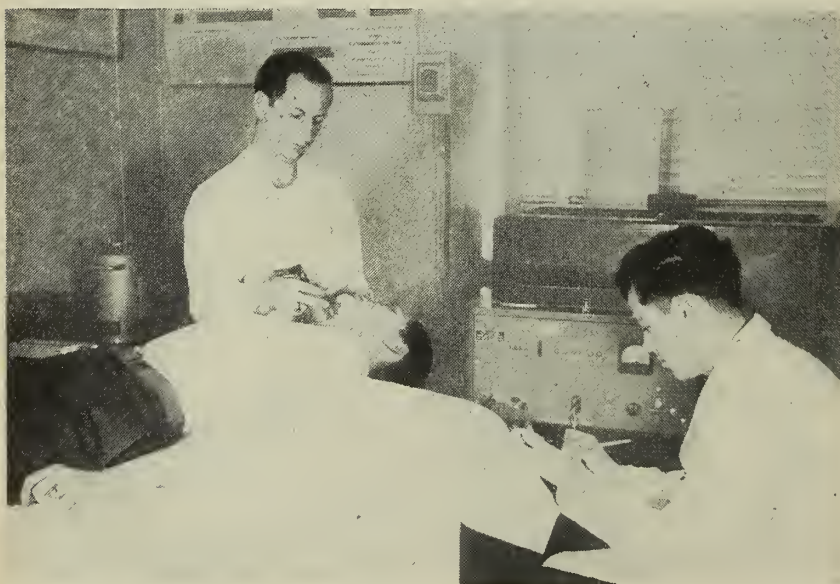
These readings are then tabulated and placed on a specially prepared wall graph which tells the attending physician at a glance whether the patient is reacting to the radioactive dose in a normal or in an abnormal fashion.

In the case of Bates, for instance, these red dots were marked on his

throat where the trouble was thought to lie. When the technician placed his counter over two of these dots, the Geiger started to chatter like popcorn on a hot griddle.

It was these two spots on the patient's throat that later proved to be the exact location of the two fragments of thyroid gland tissue which had not been completely removed and which were poisoning the patient's entire system.

As might be expected in highly delicate work such as this, "safety first" is an important slogan in every



SURFACE COUNT is taken following treatment of a patient's diseased thyroid. Special Geiger counter determines effectiveness of 'atomic cocktail.'

step in the clinical process. Instructors emphasize that radioactive isotopes are dangerous — certainly they are. But, they say, they need not be dangerous if they are properly handled.

Mack Bullock, HM1, usn, one of the instructors at the school and himself a radiation specialist, likes to tell his class that "radiation is only as dangerous as the man using it."

That feeling is echoed by all the instructors right down the line. It is drilled into the student corpsman until he can't forget it.

Although they don't say much about it, medical authorities at the school realize the fact that in the event of an atom bomb burst these men being trained at Bethesda would form part of the first line of defense against radiation disease, a group capable of working hand in hand with doctors in the field.

Their familiarity with the treatment of disease with radiation and with the methods and instruments being used by the Navy to detect radiation in humans make these isotope technicians very valuable men to have around and the Navy knows it.

Men assigned to the Naval Medical School for the course in radio isotopes say that it is "good duty." One look at the facilities available to them should be enough to show you why they think so.

Single students live in Barracks 140, a light, airy building constructed for good living. Married men are permitted commuted rations and live with their wives and families off the station.

Athletic facilities, too, are of the best. A gymnasium, swimming pool and recreation hall are available for the using. Two movies nightly and occasional dances help the men fill in evenings not occupied with homework. There is a television set in the barracks and an automatic washing machine available for keeping uniforms smart and snappy.

As you could guess, these men get the best in medical care for themselves and their families. Bethesda is the hub of naval medical activities.

The Naval Medical Center is the natural place to have the first Navy school in radio isotopes. Here, in the midst of some of the best equipment known to man and some of the best medical brains in the land, Navy corpsmen are learning to harness atomic energy to save lives.



Atom Chasers Will Get Better Ray Counters

"Geiger boys"—the men who carry radiation detectors into potentially dangerous areas to warn of the presence of harmful radiation from an atom bomb burst—will soon have themselves a new and better instrument.

This new radiation detector, called a "scintillation counter," may soon replace the well-known Geiger counter for many purposes.

Anyone who has read in the newspapers about the atom bomb tests that were held at Bikini atoll or who was out at Bikini at the time the bombs went off know how valuable these ingenious Geiger counters proved to be.

When Bomb No. 2 was exploded underwater, tons and tons of radioactive salt water shot in giant spumes over the target ships and cascaded down upon them in great mountains of brine and spray.

In the atomic sense of the word, these ships were in "hot" water. How "hot," it was up to the Geiger boys to find out. As a result these atom chasers were the first ones to venture into the radioactive area, swinging their Geiger counters back and forth to pick up the tell-tale rays.

By listening to the number of clicks the counters made when they were exposed to the invisible, high-speed pulses of radiation energy that we know as "radioactivity," the alert Geiger boys were able to warn inspecting parties when the target ships were too hot to handle.

The big drawback to using the Geiger counter, however, was that it couldn't tell the eager scientists

everything they wanted to know about a radioactive ship. A Geiger counter, for example, can register only so many clicks per second. When the radiation is heavy, the Geiger misses much of it.

Not the new scintillation counter, however. This new atomic sleuth can cope with just about any amount of radiation the human body can endure. And it is roughly 1,000 times "faster" than the Geiger counter.

The reason you can see the hands of your watch (if you have a radium-dial watch) on even the blackest of nights is that special coating which contains a pinch of radium has been painted on the watch hands.

The wee bit of radium in this coating continually gives off high-speed particles of radiation. When this radiation hits the other particles in the paint, it causes these other particles to light up like a lot of little neon signs.

The scintillation counter works in much the same way. It too has a special surface which glows when hit by these particles, the same particles that shoot off at tremendous speeds in all directions when an atom bomb disintegrates. The surface that is hit by these fast-traveling particles is called the "phosphor surface."

A particle, which hits this phosphor surface of the scintillation counter at a high speed, causes the surface to sparkle or "scintillate" just like the hands of your watch. The light produced by this sparkle is in turn picked up by a wonderful little unit called the "photomultiplier tube."

"Photomultiplier" means, roughly, "multiplies light" and that is just what this ingenious little gadget does. It takes the bit of light that comes to it from the phosphor surface and multiplies its effect as much as a million times, mixes it up and shoots it out the other end as an electrical "signal."

This signal is enough to send a needle flying across a dial. By taking a reading on the dial of his scintillation counter, a Geiger boy will be able to tell how many of these atomic rays are hitting his instrument every second or every fraction of a second.

The scintillation counter has one big advantage over today's Geiger counter. Whereas it takes four or five different kinds of Geigers or other detectors to detect and measure the wide range of particles that are generated by an atomic explosion, scientists hope that one scintillation counter will be able to do the job.

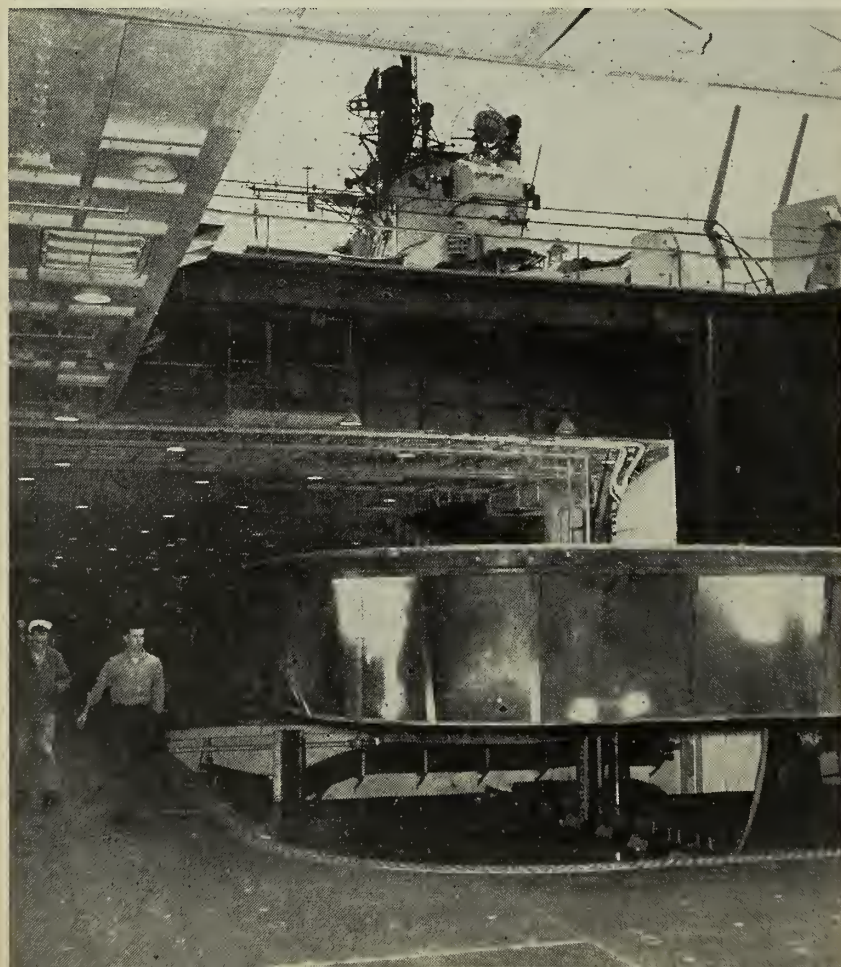
Of course, to be any good to the Navy an instrument such as the scintillation counter must be able to take the wear and tear of combat. Many types of Geigers have thus far been successfully adapted as "radiac" instruments for Navy use ("radiac" stands for Radio-Activity Detection, Identification and Computation).

That means a rough and ready piece of equipment. The men who have spent long hours dreaming up and developing the new radiation counter say that it can be built to pass the severe qualification tests with flying colors.

Bound For The Far East



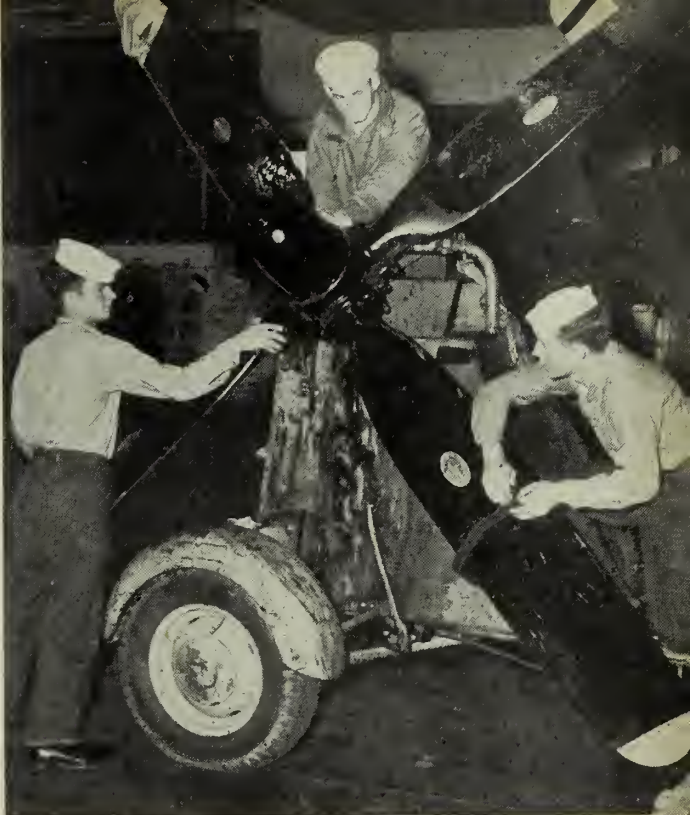
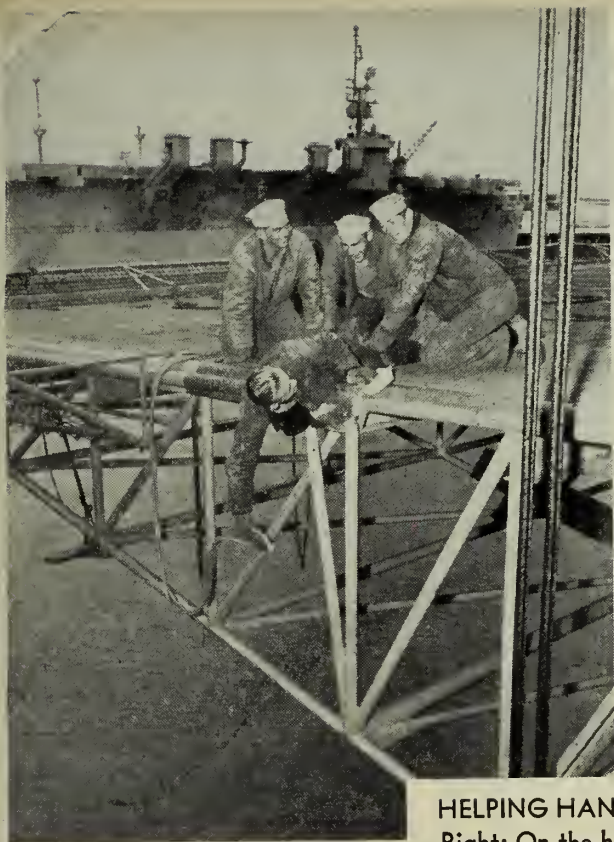
OUTWARD BOUND—USS *Boxer* passes under the Golden Gate Bridge on her way to join the 7th Fleet (above). Below: Giant elevators are tested.



REINFORCEMENTS have been sent the U. S. Navy's Seventh Fleet. Constituting a mobile force readily available to support national policy in the Far East, the roving Seventh has been bolstered by the addition of the mighty carrier *uss Boxer* (CV 21) and the destroyers *uss Buck* (DD 761) and *uss John W.*



CREW members of CAG 19 clear out their lockers and get squared away for



HELPING HAND is given a sailor painting *Boxer's* deck edge elevator (left). Right: On the hangar deck, spare prop is removed from a dolly for storage.

Thomason (DD 760). The addition of these ships brings the total combatant strength of the U. S. Seventh Fleet to one carrier, one heavy cruiser, six destroyers and one submarine.

The carrier and her escorting destroyers will serve as a stabilizing influence in the Western Pacific, the Navy said.



page (above). Right: F8F *Bearcat* is hoisted to flight deck of USS *Boxer*.



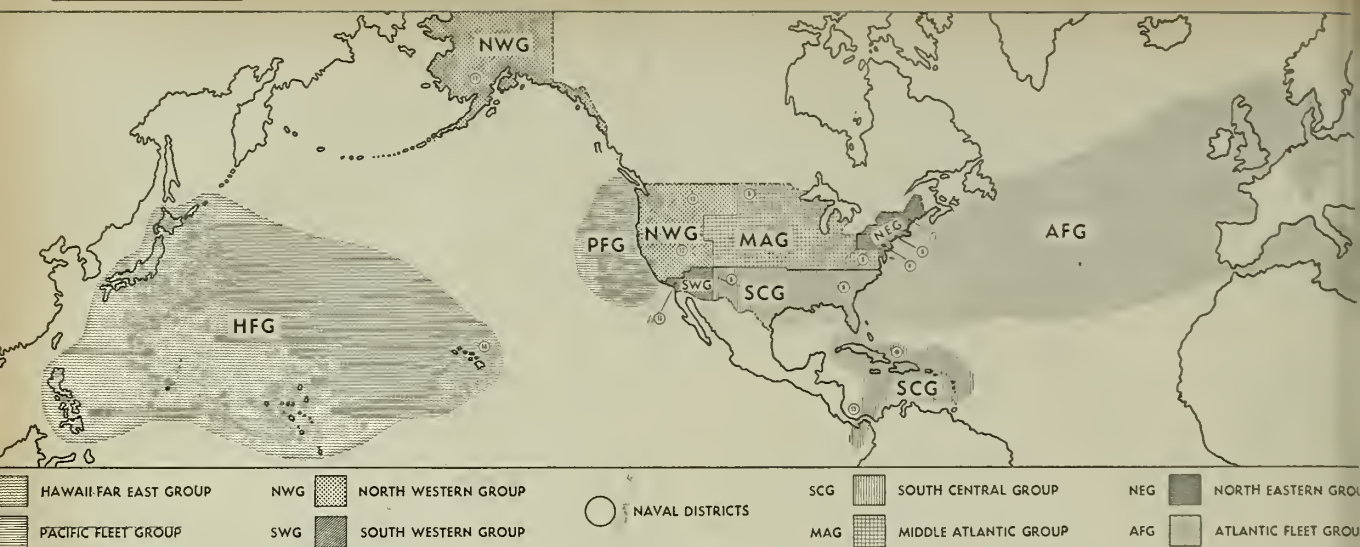


Chart of Areas of All-Navy Sports Groups

Published above is a chart of the world, showing the geographical areas covered by the Navy's revised eight sports groups.

Generally, this chart includes within one of the shaded areas all those portions of the world in which sizeable groups of naval personnel are stationed. Personnel stationed in areas not included in any of the depicted sports groups are eligible for competition in the sports group located geographically nearest.

For many of the All-Navy competitions, these eight sports groups are split into two areas (Atlantic and

Pacific), and a series of elimination tournaments are held to produce one winner in each of the two areas. These two winners meet for the All-Navy title tournament. The Pacific area includes the Hawaii-Far East Group, Pacific Fleet Group, Northwestern Group, and Southwestern Group. The Atlantic area consists of the Atlantic Fleet Group, Northeastern Group, Middle Atlantic Group and South Central Group.

Here are the eight revised sports groups:

- *Hawaii-Far East Group* — Includes all Navy and Marine Corps activities ashore and afloat in the Hawaiian and Far Eastern areas.

- *Pacific Fleet Group* — Includes all Pacific Fleet units (ashore and afloat) on the West Coast of the United States.

- *Northwestern Group* — Includes all Navy and Marine Corps activities located within the 12th, 13th and 17th naval districts.

- *Southwestern Group* — Includes all Navy and Marine Corps activities located within the 11th Naval District.

- *Atlantic Fleet Group* — Includes all Atlantic Fleet units (ashore and afloat) plus those units operating under CinC Naval Forces, Eastern Atlantic and Mediterranean.

- *Middle Atlantic Group* — Includes all Navy and Marine Corps activities located within the 9th and 5th naval districts, Potomac and Severn River Naval Commands.

- *Northeastern Group* — Includes all Navy and Marine Corps activities

located within the 1st, 3rd and 4th naval districts.

- *South Central Group* — Includes all Navy and Marine Corps activities located within the 6th, 8th, 10th and 15th naval districts.

Regional Pistol Matches

An invitation has been extended to Navy personnel to participate in the National Rifle Association regional pistol matches.

Competition in these matches is open to all members of the NRA, or to non-members who are firing in



STAR and manager of Treasure Island's Wave cagers, Shirley Brooke, SN, is also a Navy swimming champ.



TROPHY symbolic of 14thND football championship is presented C. Schumann by RADM J. H. Brown, Jr.

their first competition. Local Navy commanders have authority from BuPers to reimburse from recreation funds those personnel granted permission to enter the matches. However, BuPers points out that in the interest of economy, participation in the regional matches should be limited to those personnel who, by their past records, are known to be outstanding pistol shots.

Navy personnel participating in the regionals will represent the Navy, and participating Coast Guard personnel will represent the Coast Guard. The tournament registration fee is \$1 per competitor, and the individual match entry fee is \$1 per match.

A requirement for eligibility to participate in the National Pistol Tournament, which is being held at San Francisco during the last week of September 1950, is previously firing in a regional match. The top 20 per cent of the competitors in each Regional Championship Match are eligible to fire in the National Tournament.

Here are the NRA Regional Tournament Matches taking place this year, with places and dates:

- *South Pacific States* — Calexico, Calif.; 5, 6, 7 May 1950. California and Nevada.

- *Middle Atlantic States* — Quantico, Va.; 30 June to 2 July 1950. Virginia, Maryland, Delaware, District of Columbia, Pennsylvania, New Jersey, West Virginia.

- *Rocky Mountain* — Denver, Colo.; 1, -2 July 1950. Colorado, Wyoming, Utah.

- *Southwestern* — Shreveport, La.; 2, 3, 4 July 1950. Louisiana, Texas, Oklahoma, Arkansas.

- *Far Southwestern* — Prescott, Ariz.; 4, 5, 6 Aug 1950. Arizona, New Mexico.

- *Northwestern* — Anaconda, Mont.; 5, 6 Aug 1950. Montana, Idaho.

- *Northeastern* — Albany, N. Y.; 8, 9 July 1950. New York, Vermont, New Hampshire, Maine, Massachusetts, Connecticut, Rhode Island.

- *Southeastern* — Jacksonville, Fla.; 25, 26, 27 Aug 1950. Florida, Mississippi, Alabama, Georgia, South Carolina, Tennessee, North Carolina.

- *North Central* — Flint, Mich.; 26, 27 Aug 1950. Michigan, Indiana, Ohio, Kentucky.

- *North Pacific States* — Raymond, Wash.; 2, 3, 4 Sept 1950. Washington, Oregon.

- *Midwestern* — Des Moines, Iowa; 3, 4 Sept 1950. Iowa, Missouri, Kansas, Nebraska, South Dakota, North Dakota, Minnesota, Wisconsin, Illinois.



HOOPSTERS—Members of the Wave basketball team at Norfolk Naval Base are (L to R) Grebell, Fortner, Kebrek, Mathews, Meyer and Claypool.

NAS Takes Bowling Tourney

For the first time in the history of this meet, a single activity won both the first and second place awards in the 11th Naval District Bowling Championship Tournament.

Two teams from NAS San Diego, Calif., entered the tournament and proceeded to roll up the highest team scores, competing only between them-

selves for top honors. The number one NAS team won the trophy with a score of 2731. The number two NAS team came in second with a score of 2601.

Lieutenant S. D. Kamar, USN, of NAS's number one team also won the all events title with a score of 1805. It was the third time in postwar competition that NAS San Diego captured the district bowling title.

CWO Kills Jaguar from Hood of Jeep

A few miles outside of Navy bases in the Panama Canal Zone is a vast region of dense tropical jungle which abounds in wild life. Sailors stationed in the area can go big game hunting in a matter of minutes.

One of the Navy men who take advantage of this hunter's paradise is Chief Warrant Officer Robert A. Findley, HC, USN, stationed at Coco Solo Naval Hospital. Although on duty in the area only a few months, Findley has already bagged enough game to fill a good-sized trophy room.

Findley's latest kill is a 150-pound male jaguar. The big spotted cat has two-inch fangs and claws one inch long.

Riding home on the hood of his jeep after a lobster hunt, Findley spotted the big cat as it darted across the road in front of him. He cut loose a quick shot with the 12-

gauge shotgun he was carrying just as the jaguar was disappearing in the jungle. When the jeep stopped the jaguar was dead.



JAGUAR was killed by CWOHC R. A. Findley in dense jungles surrounding Coco Solo, Canal Zone.

SIDELINE STRATEGY

John Aguilar, AM2, USN, hard-punching lightweight from NAS Alameda, Calif., who won the 1948 All-Navy fistic crown, has taken off his gloves but is still in the ring. Aguilar has switched to wrestling, and reports indicate he is doing all right.

Spectators held their breath after John B. "Red" Lindquist, AKC, USN, of the Naval Supply Center, Pearl Harbor, T. H., mowed down the pins for his 11th consecutive strike. The chief whipped the ball down the alley for the 12th and final roll, and again the pins scattered. However, the number four pin waltzed around, teetered back and forth and finally stopped—still upright. Lindquist had to settle for a score of 299. The ace bowler of the 14th ND SubBase team will have to struggle along on his record of having bowled only three perfect 300 games.

One of the best ways a boxer can keep his legs in shape, according to Edward Bergeson, FN, USN, of USS *Southerland* (DDR 743) is to do his roadwork on a unicycle.

Bergeson, a light-heavyweight with 98 bouts behind him, often breaks out his trusty one-wheeler and glides through the streets of San Francisco, while pedestrians stare goggle-eyed. When going home on leave (some 400 miles distant) transportation presents no problems to him.

He merely heads his "half-a-bicycle" in that direction and applies the muscle power. "I average about 35 miles a day without pressing too much," says Bergeson.

Commands are being sounded out by the Navy Department on the idea of developing volley ball as an All-Navy sport. Some 5,000 volley balls, nets and other equipment have been obtained by the Navy and are being distributed to naval activities for intra-mural competition this season. If interest runs high enough, volleyball may replace swimming next year on the All-Navy sports calendar. Officials think there is too little spectator interest in swimming.

Speaking of new sports, an increasing number of letters are being received by the Navy Department, suggesting that judo be added to All-Navy competition. Exhibitions given at various activities around the Navy indicate it would prove popular with sailor sports fans. At present, however, officials think it would be impracticable to place judo on an All-Navy basis because there are too few trained coaches available to teach the sport. Also, the required reduction in travel by Navy personnel rules out increasing the number of All-Navy sports—for the present, anyway. —Earl Smith, JOC, USN, ALL HANDS Sports Editor.

Navy Boxers in Big Tourney

Boxers from the Naval Training Center, Great Lakes, Ill., and from other activities of the 9th Naval District participated in Chicago's Tournament of Champions as a team for the first time this year.

Sluggers from all activities in the district met first at Great Lakes to battle for the district championship titles. The eight title winners represented the 9th Naval District in the Chicago tournament.

Clay Pigeons Available

Sailor game hunters may soon get an opportunity to sharpen their shooting on clay pigeons provided by their ship or station's welfare and recreation department.

The Bureau of Ordnance is making available for cash sale to welfare and recreation departments of naval activities a large number of clay pigeons and 12-gauge shotgun shells, containing number eight chilled shot. BuOrd-BuSanda joint letter of 13 Dec 1949 (NDB, 31 Dec 1949) contains a list of activities from which commands may requisition material.

BuOrd points out that Bureau of Ordnance skeet-type shotguns are solely for the use of pilots and air crewmen, and the use of these guns for other than skeet training is not authorized.

All-Navy Sports Calendar

Here's the dope on future All-Navy championship events.

Basketball

Week of 12 Mar 1950
Norfolk, Va.



Wrestling

Week of 26 Mar 1950
RecSta, Wash., D. C.



Boxing

Week of 14 May 1950
NTC San Diego, Cal.



Tennis

Week of 16 July 1950
USNA, Annapolis, Md.



Golf

Week of 6 Aug 1950
NAS Glenview, Ill.



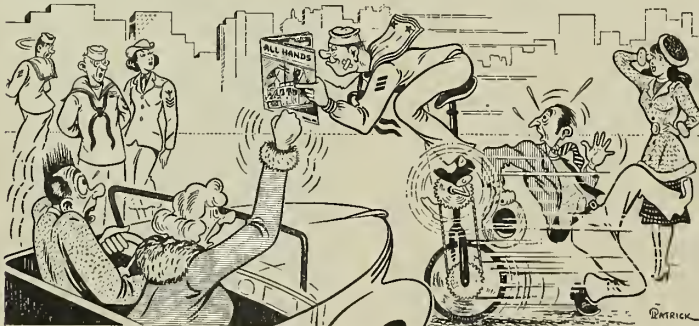
Softball

Week of 10 Sept 1950
Treasure Island, Calif.



Baseball

Week of 17 Sept 1950
Pensacola, Fla.





TECHNIQUES for handling electro-mechanical guardians of our harbors are now taught Harbor Defense Reservists.

Learning How to Defend Our Harbors

IN THE fog-enshrouded darkness of a U. S. harbor and naval fleet anchorage, on an unspecified date in a time of emergency, ships and small craft are hesitatingly groping their way to their various destinations.

The human eye cannot penetrate the darkness and fog to discern whether the incoming vessels are friend or foe.

A small army of mechanical eyes and electrical ears, however, buried on the ocean floor or scanning the surface and the air, insure that unfriendly or unidentified ships, submarines and low-flying aircraft will not pass unchallenged.

One of the nation's first and most vital targets, if it is attacked, is its harbors.

The newly developed weapons of the atomic age, which pack terrific destructive potential into a relatively small space, now point to dangers of a major catastrophe if even one "sneak" craft should penetrate a strategic harbor.

So important does the Navy consider this job that it has established in the civilian Naval Reserve a Volunteer Harbor Defense Program, to build up a force of officers and men capable of taking the highly technical mobilization assignments.

The duties of harbor defense in any future emergency will be assigned to a large extent to Reservists, as they have been in the past. Under the newly authorized program the Harbor Defense Units of the Volunteer Reserve will be activated in 28 major coast cities from Portland, Me., to Port Hueneme, Calif., and in other locations where sufficient Reserve personnel can be enrolled.

Off to a good start the new Harbor Defense Reserve is incorporating five units already established by en-

thusiastic specialists in the cities of San Francisco, San Diego and San Pedro on the west coast, and Richmond, Va., and Philadelphia, Pa., in the east.

Open to both officers and enlisted personnel (including those who would not qualify for sea duty) the membership qualifications call for either (1) World War II experience in harbor defense components or (2), educational training or related experience which will provide a suitable background for the performance of duties in connection with the installation, operation and management of continental and advanced base harbor defenses.

The following enlisted ratings are eligible: boatswain's mates, quartermasters, radiomen, sonarmen, harbor defensemen (SOH), radarmen, minemen, electronics technicians, and electrician's mates.

Seamen technicians are called for in this fascinating but highly specialized field. The operator of the

**Volunteer Reserve Units
Now Being Activated
In 28 U. S. Coastal Cities**



WAR GAMES will teach Reserves methods of harbor defense. Left: Control post

herald sea unit, for example, has to be able to identify the various types of target contacts, which might be fish, the ocean floor, rocks, sneak craft, steel ships or submarines. He must distinguish them by the distinctive echo each gives over a crystal type sea unit.

He must understand Doppler effect, and how to identify a moving target from a stationary one, as well as determine its course beneath the surface. He must have technical ability to adjust equipment to give maximum results under prevailing sea conditions.

The job of the herald operator is just one of the many to be filled in a wartime Harbor Entrance Control Post.

Known by its abbreviation, the HECP, is a joint operation of Army and Navy, each of which furnishes separate defense components. designed for specific purposes. The functions of the Harbor Defense Command, whose headquarters are in the HECP, are to:

- Challenge all ships approaching the harbor entrance and to prevent the entry of any unidentified vessel on the assumption that it may be enemy.

- Control the movement of vessels in the harbor entrance in the interests of mutual safety.

- Receive information from port directors, harbor detection stations, and surface radar and to pass to patrol vessels and aircraft all pertinent information on targets.

- Arm defensive minefields, maintain nets and booms, and close or open net gates.

- Order appropriate action of hunter-killer teams, recommend fleet action in the preservation of a secure harbor, and order coastal batteries to fire.

There are two major methods of surprise harbor attack, either from the sea, via submarines, or the air, via torpedo planes or bombers. The harbor must also be defended against fast small craft such as PT boats, against swimmers and demolition teams, and offensive mines.

In order to thwart any kind of "sneak attack" the Harbor Defense Command has seven major "lines of detection." These are:

Air and Surface radar, conducting long range searches from a shore base.

Air patrol, covering the outlying approaches to a harbor.

Off shore patrol, usually by destroyer escorts equipped with radar and sonar, and *inshore patrol* conducted by PCEs.

Magnetic indicator loops.

Hydrophones or sono-radio buoys.

Echo-ranging heralds.

Even with the most extensive air patrols, both surface craft and submarines are able on occasion to sneak through the outermost line of defense. In the later days of the battle for Guadalcanal, the "Tokyo Express" continuously broke through this barrier, bringing supplies or evacuating personnel, despite the most careful

air searches. The Japanese surface ships utilized camouflage by day and the cover of darkness by night to approach within a relatively short distance of their objective.

If the enemy gets by the air and surface patrols, the radar component, acting as long range "eyes" may still detect surface vessels or low-flying planes well outside the harbor approaches. The inshore patrol vessels



SPLICING of submarine cable which will connect mines to control station on the



Center: Cut-away model of a 'herald.'
Right: Detection equipment is explained.



also make the going tough for the enemy, but are by no means infallible.

A series of nets, held up in the water by buoys, keep the entrance of the harbor closed to torpedoes and submarines. Net gates are maintained, to keep the entire area enclosed if necessary.

Now we come to the various methods of harbor underwater detec-

tion. The first is the magnetic indicator loop. It lends itself to use for first warning, because it is less dependent on the human element for its warning efficiency.

The loop is a wire cable laid on the ocean's bottom, which records any distortion of the earth's magnetic field caused by the crossing of an iron body over it. The effect on the earth's magnetic field by a vessel passing over the loop is recorded on chart paper and the record mechanism in the detection station sounds an alarm.

Underwater listening devices and echo-ranging equipment are then used to provide precise tracking information. Cable-connected hydrophones detect sound generated by a vessel's propulsion machinery and transmit the resultant electrical impulses to a shore station by means of a submarine cable. Sono-radio buoys do the same but send the underwater sounds ashore by means of radio instead of through a cable. They are used when water depths are excessive, or as quickly-installed temporary equipment.

Finally there is the herald, a supersonic echo-ranging and listening device able to transmit a short powerful signal and then receive the reflected echo from an underwater target in such a manner that its distance and bearing are known. Heralds are used in the last "line of detection" since

they give the information making it possible to pick out the exact spot where a submarine or underwater target is located.

As the information is gathered from all these sources, it is evaluated and coordinated by the Harbor Entrance Command which can then direct attacking surface and air craft in for the "kill."

The job of learning how each of these devices operates, and what use the information it offers can be put to, is the task assigned to the members of the Naval Reserve's new harbor defense component.

Last summer a new training program was initiated at the Naval School, Harbor Defense, Fort Winfield Scott, San Francisco, Calif. Reserve officers who specialized in harbor defense were selected as representatives of each of the naval districts for a concentrated course.

A manual has been prepared by the Navy covering a four-year period of training for Reservists in HDUs. The new manual gives instruction on re-activation problems during the formative stages of a unit, and then outlines an interesting curriculum, as follows:

- **Organization** — Familiarization with the objectives of the Harbor Defense Reserve (6 to 9 drills).

- **Basic Training** — Indoctrination in the various jobs of each component of a harbor defense activity, ranging



beach is taught students at the school. Reserves will learn these same techniques.



ENEMY TACTICS are plotted in the problem room. A course at the school helps Reservists in setting up harbor defense units in their own districts.

from the "Listening Post" and underwater detection devices, to coordinated action with coast artillery and air patrol units (27 drills).

- *Specialty Component Training*— Each person studies in his own field of specialization, learning his particular job thoroughly (approximately 20 drills or one year's study).

- *Unified Group Training*— When specialty groups have become proficient, they must be coordinated into

a smoothly working unit. When this stage of training is completed, the unit should be prepared to take over a Harbor Entrance Control Post.

At San Francisco's Harbor Defense School the prototype of the ideal harbor entrance command post has been constructed. It is an elaborate underground structure, with massive walls of concrete, situated on a bluff overlooking the harbor.

At this school a "mock control station" is in operation, using either the

normal traffic in San Francisco's harbor, or synthetic problems. After they have completed their classroom training (in the 12-week course for Regular Navy personnel) students are trained at each station of the mock control post, and have an opportunity to fill each job, from the listening post to that of the officer-in-charge.

While the training course at Naval School, Harbor Defense, is an extended one, it also provides two week's annual training, both basic and advanced for eligible members of the Naval Reserve.

With a minimum of equipment it may be possible to bring to Reserve training units synthetic war game problems, based on the devices now in operation at the San Francisco school.

At the present time, however, the volunteer drilling program will be limited to classroom instruction, lectures and films. A total of 71 films on all aspects of harbor defense is now available to units.

Specialty training for Reservists may also be obtained in naval schools providing instruction in sonar, mine warfare, nets and booms, COC, radiological defense, damage control, chemical warfare, radar and radio.

Interested personnel are invited to write to their naval district commandants (Attn: District Director of Training) for information on the Volunteer Naval Reserve Harbor Defense Program.



OVERLOOKING approaches to San Francisco harbor, NavScol, Harbor Defense, is located at Fort Winfield Scott.

LETTERS TO THE EDITOR

Cash Clothing Allowance

SIR: I was advanced to the rate of SD3 in 1925 and SDC in 1943. However, during all this time, I have never received clothing allowance. Is there a provision which entitles me to receive this allowance? — F. S., SDC, USN.

• No, you are not entitled to a clothing allowance since the system of paying cash to enlisted men for the purchase of required uniforms became effective on 1 June 1942.

The regulations in effect at the time of your advancement to SDC in 1943 did not authorize any cash clothing allowance upon advancement to SDC. — Ed.

Benefits Under GI Bill

SIR: I enlisted in the Navy on 22 July 1949. I would like to know whether I am entitled to any education or other benefits from the GI Bill. Also, I'd like to find out if I'm entitled to \$300 mustering-out pay or any part of it.—R. E. P., FN, USN.

• You're not entitled to any benefits under the GI Bill of Rights nor to mustering-out pay. Persons who entered upon an original period of active service after 25 July 1947 are not entitled to the benefits of the GI Bill. Those who entered upon active service or enlisted after 30 June 1947 are not eligible for mustering-out pay. — Ed.

Requesting Overseas Duty

SIR: (1) How does an enlisted man go about requesting duty on a ship that is at present located at an overseas station? (2) Are there any billets for enginemen at shore or base facilities in England or Germany? — H. W. W., EN1, USN.

• (1) Any request for transfer to a ship in the same Fleet as yours is in should be made through the chain of command and directed to the Service Force Commander of that Fleet. For example, the assignment and distribution of all enlisted personnel of the U. S. Atlantic Fleet is the responsibility of Commander Service Force, U. S. Atlantic Fleet. If, on the other hand, you were in the Atlantic Fleet and were requesting duty on a ship in the Pacific Fleet — or vice versa — your request would have to go to BuPers. Article C-5023, BuPers Manual, will tell you more about this.

(2) There are a few billets for engine-man in Germany, but not in England. These billets are filled by Commander Service Force, U. S. Atlantic Fleet. Your ship's office should have a copy of the latest directive on this duty as promulgated by ComServLant. — Ed.

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letters to: Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

Returning Shipping-Over Money

SIR: A man has 18 years continuous service to his credit at the end of his current enlistment. He reenlists for four years with the intention of transferring to the Fleet Reserve at the end of 22 years of service. If he changes his mind and desires to do only 20 years of service, may he do so without having to forfeit all, or part of his reenlistment allowance which has already been paid to him? — R. S. P., AOC, USN.

• Yes. If there is no evidence to prove that a member intended to serve less than four years, he may retain the reenlistment bonus paid. Refer to Comptroller General's Decision B-54210 (25 CompGen 700) and B-69746 of 4 Apr 1948. — Ed.

Lights on Oregon City

SIR: Would you tell us where the masthead light and range lights are located on the Oregon City type cruiser? — O. G., SN, USN.

• When placed in commission USS Oregon City (CA 122) was provided with an experimental installation with masthead and range lights in several different locations in an effort to determine the best locations for the running lights on this class of vessel.

This class vessel now has or will have when an alteration is accomplished, these lights located as follows: Range Light — Mounted on top of the forward end of the forward main battery fire control station. Masthead Light — Mounted on forward edge of the radar platform on the foremast. — Ed.

MOP and Shipping-Over Pay

SIR: I intend to ship over in March 1950 and would like to know if I am entitled to mustering-out pay. If so entitled, will I receive both, i.e., full shipping-over pay and mustering-out pay in March when I reenlist? I enlisted in the Navy 14 Jan 1947. — H. R., CT3, USN.

• To be specific we'd need your full name and service number. However, the Mustering Out Pay Act of 1944 is still in effect so if otherwise entitled you will receive MOP and Reenlistment Bonus upon discharge and reenlistment within three months from date of separation. — Ed.

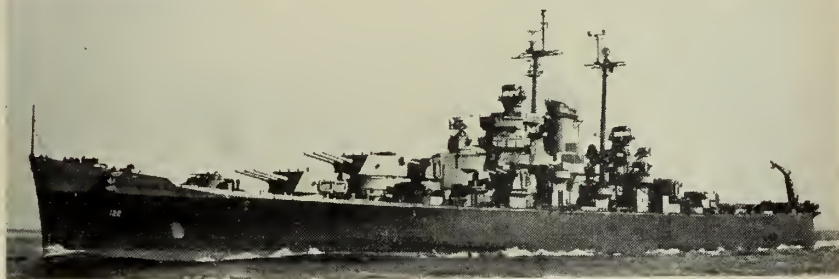
More on Temporary Officers

SIR: Many temporary officers have been waiting for the answer to the question, "Can a temporary officer be retired with 20 years' service, 10 of which have been as a temporary officer?"

Your article "Temporary Officers' Status" in the December issue answers that question, however I am still not convinced. Public Law 351 (81st Congress) defines the term "commissioned officer" to be "a member of the uniformed services having rank or grade of second lieutenant, ensign, or junior assistant grade, or above, either permanent or temporary, in any of the uniformed services."

BuPers Circ. Ltr. 245-48 (NDB, 31 Dec 1948) which contains information on retirement, does not contain the words "permanent officer status." — W. E. R., LT (T), USN.

• Public Law 351 (81st Congress) defines the term commissioned officer just as you say, but the preface to all definitions in section 102 starts off as follows "For the purposes of this Act." Therefore, we must conclude that the definition of commissioned officer set forth in section 102 of Public Law 351 (81st Congress) does not apply to other acts and specifically does not apply to section 6 of Public Law 305 (20-year retirements). — Ed.



USS OREGON CITY—Best locations for running lights determined by experimentation.

Clothing Allowance

SIR: When last discharged from the U. S. Navy, I held the rate of SK1. I later enlisted in the Naval Reserve (Organized Surface Division) at the same rate as above. On 22 June 1949, I was advanced to the rate of SKC and was given clothing allowance as chief petty officer.

My four-year enlistment in the Reserve will expire 18 May 1950. Will I, upon reenlistment, be entitled to another clothing allowance for the next four-year period? — M. E. B., SKC, USN.

• Yes, you will be entitled to another clothing allowance for the next four-year period. Sec. A-7(a), of the Secretary of Defense Clothing Regulation effective 1 July 1949 states in part that . . . "Enlisted men shall be entitled to clothing in kind or payment of cash allowances in lieu thereof as follows: Enlisted men of Naval Reserve (inactive) when attached to or associated with organizations of the Organized or Volunteer Reserve during any one period of enlistment or extensions of enlistment for four years' duration. (a) Chief petty officers . . . and other enlisted men upon advancement to these ratings . . . a cash allowance not to exceed \$160.00 in value. . . ." — Ed.

Warrant Distribution

SIR: Would you clarify for me my status as a commissioned warrant officer under the Career Compensation Act?

I was appointed a permanent commissioned warrant officer 26 Feb 1943. At that time I was serving under a temporary appointment as a lieutenant junior grade). I reverted to permanent commissioned warrant 1 July 1948. Will the new distribution of warrant officers be based on my 1943 date for service? — J. W. B., CHGUN, USN.

• Yes. According to the provisions of Alnav 97 (NDB 15 Oct 1949), which announces the Navy's policy toward warrant and commissioned warrant officers, you have roughly 6½ years' creditable service as a commissioned warrant officer.

For further dope on where you stand in the new initial distribution of warrant grades, see p. 47, February 1950. Also Alnav 97-49 (NDB 15 Oct 1949) and BuPers Circ. Ltr. 192-49 (NDB 15 Nov 1949). — Ed.

Less Than 20 Years

SIR: Under the new retirement act, what benefits might accrue to a Reservist who would complete 15 or 16 years of satisfactory service and then become physically disqualified for further military service? — J. T. P.

• Under the new retirement act — Title III of Public Law 810 — an individual must complete 20 years of satisfactory service in order to become entitled to retirement benefits. No benefits are accrued for fewer years of service. — Ed.

FRs and the New Pay Bill

SIR: I will soon be eligible for transfer to the Fleet Reserve, and would appreciate answers to the following questions:

(1) Under the new pay bill, may I transfer to the Fleet Reserve after 19 years, six months and one day of service?

(2) If so, would my retainer pay on 19-and-six be equivalent to that for 20 years, as was the case under the old pay bill?

(3) What, actually, would my retainer pay amount to under 19-and-six, if permitted? — T. R. S., BTC, USN.

• (1) and (2) — Yes. Section 204 of the Naval Reserve Act of 1938 as amended by the Act of August 10, 1946 was not repealed by the Career Compensation Act of 1949. (3) If you are transferred to Class F-6 after completing active service totaling 19 years and six months, retainer pay would be 50 per cent of base pay prescribed for your pay grade at the "over 18 years' service" level. This is assuming that you had no other Federal service to your credit. This would be \$132.30 for a person in the seventh pay grade — for a CPO, that is. — Ed.

Antarctic Expedition Award

SIR: I was on USS Henderson (DD 785) which was on the Antarctic Expedition from December 1946 to April 1947. I would like to know if there has been any ribbon authorized for this expedition. — W. K. L., YN2, USN.

• The Navy Department has not authorized a medal for the Antarctic Expedition of 1946-47. — Ed.

Yeoman Training Courses

SIR: We have aboard this station Yeoman second class training courses published in 1945. Is this the latest edition to be published by the Government Printing Office, or is there a later edition in the offing? If so, when and how may it be obtained? — J. R. R., YN3, USN.

• Yes, a new manuscript for Yeoman second and third has been prepared, but will not be printed for at least six months. Yeoman second (NavPers 10403), 1945 edition, is the latest Navy Training Course for Yeomen second class. Additional publications which will be of service to a Yeoman third class preparing for advancement to Yeoman second are listed in BuPers Circular Letter 187-49 (NDB 15 Nov 1949). — Ed.

Clarification of New Pay Bill

SIR: We would appreciate a little clarification on the new pay bill. We are both third class petty officers with less than seven years service. We are both married, have two children each, and have been accustomed to drawing flight pay.

(1) Are we entitled to draw \$45 quarters allowance and \$31.50 subsistence under the new pay bill? If not, just who is entitled to draw the \$45 for quarters and the \$31.50 subsistence?

(2) By staying under the old pay bill, which our disbursing office advises us to do, are we entitled to draw flight pay and sea pay?

(3) Would we be entitled to both flight pay and family allowance under the old pay bill or flight pay and quarters allowance under the new pay bill? — M. C. F., AL3, USN, and E. F. W., AL3, USN.

• (1) No. Members in pay grade E-4 (less than seven years service) and below are not entitled to MAQ for dependents. Entitlement to BAQ for such members is for determination under current regulations governing entitlement to station subsistence and quarters allowances. If you are not entitled to "saved pay" and if you are entitled to station quarters and subsistence allowance under current regulations, you are entitled to receive \$45 BAQ and \$37.50 BAS. The rate of \$31.50 under the new law is payable to those who are authorized to subsist separately — that is, commutation of rations.

(2) Yes, if you were receiving flight pay and sea pay on 30 Sept 1949 and have subsequently not lost entitlement to them. If you lose this entitlement, your compensation computed under the provisions of the new law may be greater, in which case you would receive flight pay and sea pay at the new rates if you are otherwise entitled.

(3) Provisions of law in effect as of 30 Sept 1949 and provisions of the Career Compensation Act cannot be combined in determining a service member's compensation. — Ed.



USS Henderson (DD 785)—This destroyer participated in Antarctic Expedition of 1946-1947.

No Sea Duty for Promotion

SIR: Please advise me if line lieutenants (temporary) must acquire the necessary sea duty required for permanents in order to qualify for promotion to lieutenant commander. — E. D. W., LT, USN.

• *There are no sea service requirements for the promotion of lieutenants and above (temporary) whose permanent status is that of commissioned warrant officer, warrant officer, or enlisted.* — Ed.

Reserve CPOs Shipping-Over

SIR: This letter concerns clothing allowance for CPOs in the Organized Reserve on reenlisting or extending present enlistment for four years.

(1) My enlistment expires in August 1950. If I extend my enlistment for four years, will I be entitled to clothing allowance after being in the Organized Surface Division four years, or after attending 13 drills in my new enlistment?

(2) Is there any advantage or disadvantage so far as clothing allowance is concerned for a CPO in an extension of present enlistment or a new enlistment? — H. S. B., YNTC, USN.

• *If you extend for four years or reenlist for that same length of time, you will be entitled to a clothing allowance. However, as far as clothing allowance for a CPO is concerned, there's no particular advantage or disadvantage either in extending or reenlisting.* — Ed.

Well Done to VMR 352

SIR: In your December issue of ALL HANDS you mentioned about the return of Navy squadrons VR-6 and VR-8 to their MATS duties from duty on the Berlin Airlift. But you didn't mention the job that Marine Transport Squadron 352 (VMR 352) did when it replaced the Navy squadrons when they left for Berlin.

According to my dope, VMR 352 flew its planes 24 hours a day and maintained 98 per cent readiness throughout its tour of duty with MATS. Our pilots averaged 140 hours in the air monthly. — H. J. R., TSgt, USMC.

• *ALL HANDS intended no slight to VMR 352 which capably replaced VR-6 and VR-8 while those squadrons flew the Berlin airlift.*

With only 15 transport planes instead of the 24 available to VR-6 and VR-8 when they flew the Pacific route for MATS, VMR 352 flew 81,000,000 passenger-miles, evacuated 3,500 patients by air and accumulated more than 25,000 hours flying time in the year that it flew the Pacific MATS run for the Navy squadrons. To VR 352 goes a well deserved pat on the back. — Ed.

Changing Rate Symbols

SIR: I graduated from a Class A machinist's mate school 13 months ago. Upon reporting aboard ship, I was put into the engine room. Due to a shortage of shipfitters I requested and was granted a transfer. However, being a Class A machinist's mate school graduate, is it possible for me to advance in rating to FP3? — C. L. M., FN, USN.

• *Changes in rate symbols are authorized only in exceptional cases. (See paragraphs 6 and 10 of BuPers Circ. Ltr. 153-48 (NDB, 15 Aug 1948).*

You may submit a request for change in rate symbol from MMFN to FPFN, via your commanding officer, to your force or type commander. If this request is approved you will become eligible for advancement to FP3 as soon as the change in rate symbol has been effected and provided you are in all other respects qualified. — Ed.

Shipping-Over Money

SIR: Under the Career Compensation Act of 1949, the payment of shipping-over money to USN personnel is paid according to the number of years you reenlist for at the time of reenlistment at a set rate.

Would a person completing a four-year enlistment in 1950 and reenlisting for a six-year period be eligible for payment for the hitch he has just completed and for the one he is reenlisting?

A point in case is where one of the USN personnel at this command just shipped over and was paid only for the period he shipped over and not for the period completed. — R. L. C., AD1, USN.

• *No, he is not eligible for both. A person completing a four-year enlistment in 1950 and reenlisting for a six-year period within three months of date of discharge would be entitled only to a reenlistment bonus based on the six-year period for which he reenlisted in 1950.*

The Career Compensation Act does not authorize payment of enlistment allowance based on the years served in enlistment from which discharged in addition to reenlistment bonus based on years to be served in new enlistment. On and after 1 Oct 1949 a member who reenlists within three months after being discharged from the enlistment entered into prior to 1 Oct 1949 is entitled to either enlistment allowance based on years served in enlistment from which discharged or reenlistment bonus based on years to be served in new enlistment whichever amount is greater. However, the amount of enlistment allowance payable in this case cannot exceed \$300.

In the case you present, the amount of the reenlistment bonus would be \$360 which is greater than the \$200 enlistment allowance based on four years served in the enlistment from which discharged. Therefore, the person would receive the reenlistment bonus. — Ed.



Submarine Insigne (Embroidered)

Wearing Submarine Insigne

SIR: Is it permissible for a former enlisted man who was a qualified submarine sailor to wear the qualification insignie after receiving an ensign's commission in the Naval Reserve? — H. C., ENS, USNR.

• *U. S. Navy Uniform Regulations authorize enlisted personnel who have qualified in submarines and who are subsequently advanced to officer status to wear the enlisted-type silk embroidered submarine insignie until they qualify as submarine officers. Upon qualification, this insignie is replaced by the officers' submarine insignie.* — Ed.

How Transfer Affects Advancement

SIR: While serving under a Pacific area command, I was transferred on a quota to the Atlantic Coast before my advancement in rating to SK1 could become effective. What bearing, if any, will such transfer have on my promotion status? — H. P. J., SK2, USN.

• *Enclosure (C) to BuPers Circ. Ltr. 155-48 (NDB, 15 Aug 1948) provides that, if you are transferred from the Pacific Fleet, your name will be removed from the Pacific Fleet waiting list. It also provides that upon such transfer a notation of your status in regard to advancement will be entered on page 9 of your service record and that a certified copy of your form NavPers 624 (report of exam) will be placed in your service record.*

Upon arrival at your permanent duty station your new commanding officer should request that your name be added to the bottom of the waiting list maintained by the appropriate district commandant or other commander. Your advancement would then depend on the number of men on the list ahead of you and the size of the quota assigned that commander. — Ed.

No Exams for CWO

SIR: Would a CPO be eligible to take examinations for permanent appointment to chief warrant officer, having served satisfactorily as a temporary chief warrant officer during World War II? — L. N. F., DCC, USN.

• *There are no exams given for permanent appointment to CWO. Original appointment is currently made only to the rank of warrant officer.* — Ed.

Command Pennants

SIR: We quartermasters on board USS LSMR 517 are in disagreement on the following points:

(1) Are the broad and burgee command pennants still flown at the starboard yardarm for officers in temporary command of a squadron or division?

(2) Is the SOPA pennant still used to indicate the SOPA?

(3) Where is the Battle Efficiency pennant to be flown on a single masted ship (not a flagship) when the ship is dressed or full dressed? — QM Gang, USS LSMR 517.

• (1) *The broad or burgee command pennant is the personal command pennant of an officer of the Navy, not a flag officer, commanding a unit of ships or aircraft. The broad command pennant indicates command of: (a) A division of battleships, aircraft carriers, or cruisers. (b) A force, flotilla, or squadron of ships or craft of any type. (c) An aircraft wing.*

The burgee command pennant indicates command of: (a) A division of ships or craft other than battleships, aircraft carriers, or cruisers. (b) A major subdivision of an aircraft wing. (Also, see Art. 2175 U. S. Navy Regulations 1948.)

(2) *Sopas is no longer used to indicate the location of senior officer present when no distinctive flag or pennant is flying but will continue to be used in signalling. See p. 31, ALL HANDS July 1948.*

(3) *The Battle Efficiency pennant shall be flown as prescribed, at the foretruck from sunrise to sunset, while at anchor.*

When a guard flag, ready duty flag, or Presidential Unit Citation pennant is displayed at the foretruck with the Battle Efficiency pennant, the latter shall be flown below such other flag.

The Battle Efficiency pennant shall be hauled down while Baker is being displayed at the foretruck. According to the Bluejackets Manual, 1943, special flags such as guard flags, or the Battle Efficiency pennant shall be dipped clear of an entrance or personal flag flown at the fore. — ED.

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying The Editor, All Hands Magazine, Room 1809, Bureau of Personnel, Navy Department, Washington 25, D. C. four or more months in advance.

• A reunion of all former crew members of USS LST 957 is being planned and is tentatively scheduled for New York City on 1 and 2 July. Interested persons may write P. K. McKnight, P. O. Box 549, Augusta, Ga.

Plastic Surgery for EMs

SIR: Does the Navy perform plastic surgery for its enlisted personnel? — A. D. R., SN, USN.

• *Yes, the Navy Medical Department does perform plastic surgery, but no particulars can be given as each case is acted upon according to its own individual merits. — ED.*

Service Type Code Numbers

SIR: A discussion has arisen concerning the two digit service type code number that follows the Navy Job Code, as shown in the Manual of Enlisted Navy Job Classifications. Article C-3205(6)e, BuPers Manual indicates that the service type code will be assigned to identify the activity at which Navy skills are acquired.

The first contention being that hospital corpsmen may only rate either service type code (75) or (76). The other that a hospital corpsman may have any of the classifications from (01) to (99).

When are these affixed to the Navy Job Classification numbers and when are they changed? Please advise which is correct and what bearing this service type code would have on future assignments. — J. R. S., HMC, USN; L. M. D., HM3, USN.

• *A hospital corpsman may be assigned any of the service type codes from 01 to 99. The function of service type codes is to identify the type of activity in which each man acquired the Navy skills indicated by the job title and code assigned him. A Navy job classification code is not complete without a service type code; therefore, both codes must be assigned simultaneously.*

A service type code should not be changed unless a person substantially increases his knowledge in the job which the Navy job classification code represents at a different type of activity, or unless he acquires new skills at a different type of activity and is assigned a new job classification code. A service type code does not necessarily have any effect upon duty assignments during peacetime. — ED.

No Warrants in CEC

SIR: (1) On the basis of the information contained in the 1948 Navy Regulations, would you say that a warrant or chief warrant officer of the Civil Engineer Corps is an officer of the line or staff?

(2) In the ALL HANDS issue of March 1948, page 55, you listed the warrant structure which was to become effective 2 Apr 1948, for Group VIII and indicated that the enlisted personnel of this group would advance to warrant carpenters, electricians, and machinists. Has this warrant structure been placed into effect?

(3) If so, what is the insignia to be

worn by this group of warrants? — F. J. E., CHCARP, USNR.

• (1) *There are no warrant or commissioned warrant officers of the Civil Engineer Corps. All warrant and commissioned warrant officers of the Navy are classed as of the line with the exception of warrant and commissioned warrant officers of the Hospital Corps and acting pay clerks, pay clerks and acting pay clerks who are classed as of the staff corps. (See U. S. Naval Regulations 1948, Chapter 13, Section 1, paragraphs 1301(4) and (5), page 183.)*

(2) *The warrant structure was placed into effect on 2 Apr 1948, at the same time as the postwar enlisted rating structure. (See Alnav 230, AS&SL July-December 1947, 47-1002, page 146.)*

(3) *The insignia for chief carpenter and carpenter is a carpenter's square; for chief electrician and electrician a globe; and for chief machinist and machinist a three-bladed propeller. (For more complete information, see U. S. Navy Regulations 1947, NavPers 15665, page 3-8 and 3-9.) — ED.*

Must Brig Time Be Made Up?

SIR: (1) What is counted time lost due to misconduct? (2) Must time served in the brig be made up before transferring to the Fleet Reserve? — A. M., BTC, USN.

• (1) *As defined in BuPers Manual, time lost due to misconduct means the period an individual is hospitalized because of injury, sickness or disease resulting from intemperate use of drugs or alcoholic liquors, or other misconduct. It is required by law that such lost time be made good before an enlistment is complete; therefore, it must be deducted in computing active service.*

(2) *No, not if the confinement is spent in the ordinary brig of your ship or station. To be deducted from your service, confinement time must be spent in a naval prison or in a place designated as a naval prison. (Current designations, for example, are Retraining Commands and Disciplinary Barracks.)*

NPDI ("non-performance of duty because of imprisonment," lost time which must be made up) falls under these categories: (a) Absence while under civil arrest resulting in conviction and while serving the sentence of the court, and (b) Absence while under arrest resulting in a court-martial sentence and while serving such sentence in a naval prison (or at a place designated as a naval prison).

NPDI does not include: (a) Time under arrest before a court martial trial in which acquittal is awarded, or (b) Time spent in confinement after trial by court martial or deck courts where the punishment involves only restriction within the limits of an activity or confinement in the ship or station brig. — ED.

Advancement to HM Rating

SIR: In your July 1949 issue you have an article entitled "Graduation from Schools Required for Advancement in Certain Rates." Referring to BuPers Circ. Ltr. 81-49 (NDB 15 May 1949) you stated that school is not required for advancement to pay grade 4 if one's commanding officer feels that the man is a qualified potential PO.

I would appreciate it very much if you would clarify this situation. Can one go from SN to HM3 without having attended a Class A basic Hospital Corps school if the CO feels that a waiver of this school should be granted? —R. E. P., SN, USN.



• A seaman is not eligible for advancement to the hospital corpsman rating. To become eligible he must have his rate changed to hospitalman. Before a commanding officer can change a seaman's rate to hospitalman, in accordance with Art. C-7213, BuPers Manual, either the man must be a graduate of a Class A Hospital Corps School, OR approval for the change must be obtained from the Chief of Naval Personnel.

There are two possibilities for you — complete the school or submit request for change in rate in accordance with Article C-7213, BuPers Manual. Such request for change should be forwarded to BuPers via your CO and BuMed and should be accompanied by a Form NavPers 624 (Report of Examination for Advancement or Change in Rating).

If change of rate is authorized without your having completed a Class "A" HC School and your CO considers you well qualified for advancement to HM3, he may so recommend you. In this latter case, entry must be made on page 9 of your service record stating the reason for waiver of the school requirement in accordance with paragraph 3 of BuPers CircLet 81-49. — Ed.

Inactive Reserve Time Counts

SIR: My record shows a total of over 23 years active service which includes four years in the Organized Reserve from 1926-1930.

When I retire in 1951, will my retainer pay (in accordance with the Career Compensation Act of 1949) be computed on the basis of \$264.60 for over 18 years or will I get credit for the Reserve time and have it computed on the basis of \$279.30 for over 22 years service? — J. I. M., GMC, USN.

• You may count inactive time in the Naval Reserve for determining basic pay and if you transfer to the Fleet Reserve in 1951 in your present rating, you will be entitled to retainer pay computed on basic pay of \$279.30 per month. — Ed.

Reserve Officer Would Like to Get in Regular Navy for Career

Following is a letter from a Naval Reserve officer to a Navy admiral pointing out his desire to return to active duty and a Regular Navy career. It was forwarded to ALL HANDS for reproduction.

Dear Admiral:

Thank you for your prompt reply to my previous letter. It seems the position I referred to with the government in connection with the Navy is one of those intangible things; no one seems to have any definite idea as to when and how it will materialize. Strange as it seems, I am not particularly disappointed as I have come to the realization, while working this out, that what I was actually trying to do was once again find myself associated with the Navy. Ludicrous as it may seem, making a good living and having a nice home, believe it or not, do not compensate for that part of me which I left in the Navy. In observing world events, I am convinced that the peace we are trying to attain will require further strenuous efforts eventually. With that thought in mind I am convinced that my civilian efforts are useless and that my background and previous experi-

ence would be of greater value in service to the Navy. Therefore, after long and careful deliberation, and with the complete accord of my family, I am writing all this to you in the sincere hope that you will advise me as to how I might get back into the Regular Navy and make it my career.

It is odd sometimes how an individual can deliberately deceive himself into thinking he is doing the thing he wants most to do, knowing all the time his heart is not in it. I haven't forgotten for a moment the opportunity you extended me to remain in the service when we returned home. However, I must honestly admit, like so many others, I was so mentally, spiritually, and physically exhausted that the old normal life, or what I thought was normal, seemed necessary then. I have since found out how mistaken one can be. Looking back on it now, I sometimes wonder if you didn't know me better than I knew myself.

Thanking you for your interest in me and awaiting any ideas or suggestions you can give me, I am

Yours very sincerely,
(Name withheld)

Retirement for Temporaries

SIR: (1) In reading articles on retirement for temporary officers whose permanent status is enlisted some will state, "the highest grade in which, as determined by the Secretary of the Navy, you served satisfactorily under a temporary appointment on or prior to 30 June 1946," while others say, "at the highest grade held, whether temporary or permanent, at any time." So I am confused as to what rank those temporary officers still on active duty may be able to retire after completion of 30 years service and would appreciate a clarification of this.

(2) In my case I was appointed to lieutenant (junior grade), temporary, in May 1945 and lieutenant, temporary, in January 1949. Would I be held to the deadline date of 30 June 1946 and retire as lieutenant (junior grade) or could I retire at my present grade of lieutenant, after 30 years active and Fleet Reserve time? — H. B. T., LT, USN.

(1) The Career Compensation Act of 1949 provides that personnel retired on or before 1 Oct 1949 shall be entitled to retired pay based on the highest federally recognized rank satisfactorily held as determined by the Secretary of the Navy. The Act does not provide such entitlement for personnel retired subsequent to 1 Oct 1949.

(2) Enlisted personnel appointed to officer rank under authority of Public Law 188, 77th Congress, (Temporary Promotion Law) and who are retired

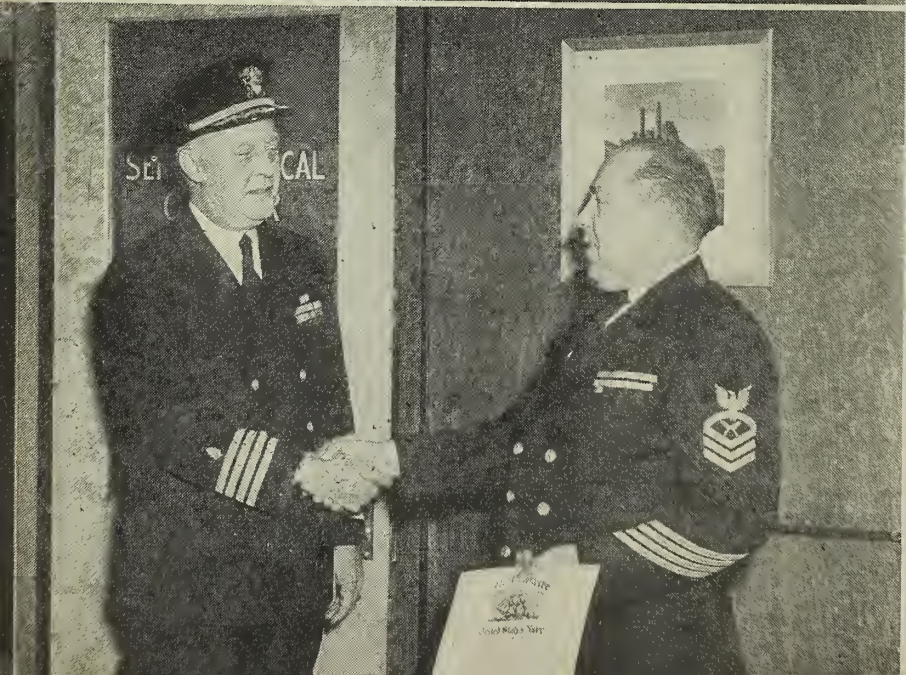
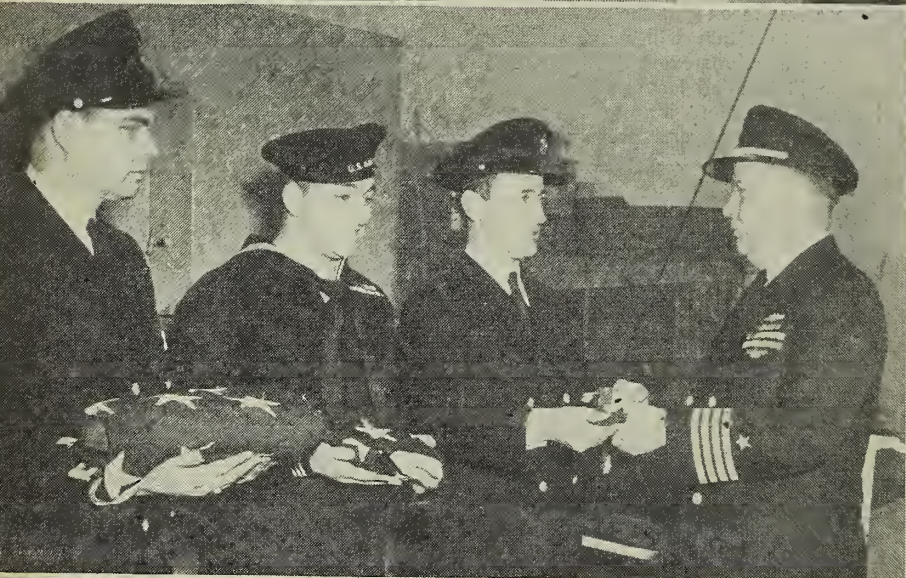
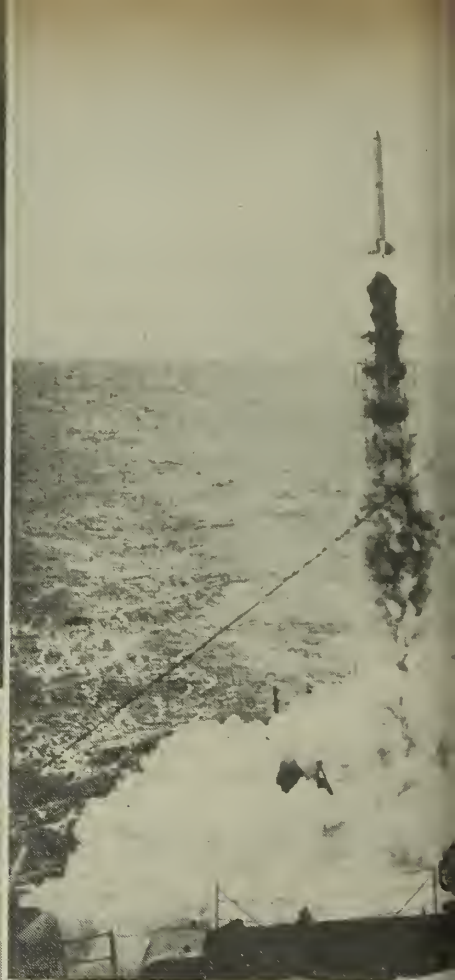
subsequent to 1 Oct 1949 are under existing legislation (Public Law 305, 79th Congress) entitled to retired pay based on the highest temporary rank in which they served on or prior to 30 June 1946, provided service in such rank was satisfactory as determined by the Secretary of the Navy.

BuPers is aware of the adverse effect of the Career Compensation Act of 1949 as it applies to officers in your category. It is expected that such inconsistency will be remedied as a result of studies coordinated by the Office of the Secretary of Defense for the revision of retirement legislation. — Ed.

Advancement and Reenlistment

SIR: (1) What is the requirement for time in pay grade 1A as a Naval Reserve shipkeeper before being recommended for advancement to pay grade 1? (2) Are there any reenlistment allowances for Naval Reservists on active duty as shipkeepers? — A. D. A., EMCA, USN.

• (1) Two years. The year immediately preceding change in status to pay grade 1 must be served on active duty under Appropriation "Naval Reserve." Other naval service including inactive service may be credited to meet the full two years' service requirements. (2) There are no reenlistment allowances for personnel in the Naval Reserve. — Ed.



TODAY'S NAVY

Results Studied After Two More Rockets Are Fired from Deck of Norton Sound

Results are now being tabulated after the completion of two more firings of the sounding rocket "Aerobee" from the deck of USS *Norton Sound* (AV 11).

In cold-weather tests in the Gulf of Alaska and off the coast of Washington state, the sleek "Aerobee" zoomed 50 miles into the upper atmosphere.

A heavy load of instruments in the nose of the Navy rocket prevented it from approaching the "Aerobee" altitude record of 78 miles set in a firing at White Sands, N. M., proving grounds in 1948. Two other "Aerobees" have reached an altitude of 65 miles in shipboard firings from the experimental guided missile ship *Norton Sound* off the coast of South America a year ago.

"The tests in the Pacific were a

complete success from both the experimental and operational standpoint," a spokesman for the Bureau of Ordnance said.

The two new firings of the Navy rocket brought to a total of 13 the number of "live" "Aerobees" that have been fired for experimental purposes at White Sands and aboard *Norton Sound*. Three dummies also have been fired. This was the first time, however, that the rockets had been fired in cold weather.

The scientific purpose of the firings was to gather more data on the powerful cosmic rays that are known to pelt the earth's atmosphere at very high altitudes.

The Gulf of Alaska was selected for the launching of Aerobee No. 12 because in this locality there are believed to be important relationships between the earth's magnetic field and the activity of these cosmic ray particles.

From this latest series of firings at sea, the Navy also gained valuable operational data on how to launch and how to guide its missiles. For example, it was found that by keeping the rocket below decks in a warm place until just before firing time, the effects of cold weather upon its operation could be partially offset.

The new tests were part of a "tactical evaluation" phase which is necessary before any new weapon such as a guided missile can be put into use in the fleet.

← The Navy in Pictures

AEROBEE roars aloft from guided missile ship USS *Norton Sound* (top right). Top left: R. W. Witt, EMI, greets wife and children on arrival in Pearl Harbor. Left center: Following tradition, POs Weaver, Young and Bachand (L to R) present ship's colors to CAPT P. H. Ross, CO of decommissioned USS *Adirondack*. Bottom left: CAPT E. J. Stelter, MC, who signed L. R. Reeves' transfer orders to Fleet Reserve, also made first entry in Reeves' medical record—21 years ago. Lower right: Wreath and commemorative plaque are dropped from the *Constitution* in memory of 689 men who were lost in sinking of the cruiser *Juneau*.

YESTERDAY'S NAVY



Naval aviation saw first battle action for 43 consecutive days during American occupation of Vera Cruz in 1914. First Navy plane to be hit by enemy fire during the action was on a scouting flight in April 1914.

APRIL 1950

SUN	MON	TUE	WED	THU	FRI	1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
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23	24	25	26	27	28	29
30						



SNOWMAN created in the heat of Roosevelt Roads, Puerto Rico, proves that Seabees have lost none of their war-famed ability to do the impossible.

Swedish Cruiser Visits U. S.

Over long decades of friendly relationship with Sweden, many U. S. fighting ships have dropped anchor at Stockholm, capital of the Scandinavian country. Late in January the 4,750-ton anti-aircraft cruiser *Gotland* returned the calls. It was the first Swedish warship ever to visit Washington, D. C.

The 437-foot ship carries a regular

complement of 450 officers and men. Launched in 1933 as an airplane cruiser, it was converted to an anti-aircraft cruiser during World War II.

During its stay, the Severn River Naval Command and the U. S. Naval Academy acted as official hosts to the ship's crew as well as to the Swedish ambassador and naval attache.

Early in February *Gotland* departed for Port Hamilton, Bermuda.

Navy Chief Sparkles Among 29 Star Servicemen

Chief Quartermaster Edward A. Mallon, USN, of *uss Sea Lion* (SSP 315), may not be very big in size but he knows most of the answers.

The diminutive chief was one of 29 top servicemen from the eastern part of the U. S. awarded an expense-free trip to Washington, D. C. Each man was picked on the basis of leadership, conduct, bearing and initiative.

The trip to the nation's capitol included recreational events as well as visits to the offices of top defense officials. When the group was ushered into the office of General Omar Bradley, the Chairman of the Joint Chiefs of Staff, the general noticed that Chief Mallon was dwarfed by his fellow servicemen.



Chief Mallon

"Are all the men on submarines as short as you, Chief?" the general asked.

"No, sir," quickly replied with a twinkle in his eye. "Most of them aren't that short when they first come aboard. They just grow that way."

The Navy men and marines who made the trip to Washington and the units from which they were chosen: Harvel W. Green, CSC, USN, *uss Taconic* (AGC 17); Edward A. Mallon, QMC(SS), USN, *uss Sea Lion* (SSP 315); Jack A. Metcalf, GM1, USN, *uss Strong* (DD 758); William L. Stull, GMC, USN, *uss Missouri* (BB 63); Donald J. Sailors, AB1, USN, *uss Coral Sea* (CVB 43); Horace A. Payne, EN1, USN, ComServLant; Pfc William A. Eysenbach, USMC; MSgt Thomas R. Mitchell, USMC; TSgt Ralph A. Graef, USMC; MSgt J. T. Langley, USMC; all from MCS Quantico.

High Speed Target

The Navy has a new target, designed to be towed behind airplanes at speeds up to 450 miles an hour. It's good at any altitude, too — as far up as the tow-plane can go.

This target is greatly different from the fabric sleeve-type target well known in military flying. It looks like an airplane, is made of metal, and has wings with a span of 24 feet. Metal construction makes the target good for radar tracking as well as providing strength for high-speed flight.

BuAer okayed the target for use after three years of experimentation and tests. Since the original contract was awarded in 1946, 45 units have been flight tested and evaluated at the Naval Air Test Center, Patuxent River, Md. The winged targets have been towed through the atmosphere at more than 450 miles an hour and at altitudes above 35,000 feet.

The target can be taken into flight by normal drag take-off or by "snatch pickup." Sufficient strength is built into the device to sustain the shock of a snatch pickup. A parachute is carried in the target's tail. This is released when the flying target touches the runway upon landing, and brings the target to a stop within 200 feet.

Films Win International Award

Two dental training films produced by BuAer under direction of the U. S. Naval Dental Corps received awards from the Venice Film Festival. The winning films are "Endodontia" and "Periodontia."

In everyday English, the word "Endodontia" would be "root canal therapy." This picture was awarded a silver medal for first prize. "Periodontia" — a surgical treatment for gingival disorders — won the honorable mention scroll in the category "Medical Films — Medical Natural Sciences."

The Venice Film Festival is an annual event sponsored by the Biennale of Venice and is held under the auspices of the Italian government. Cultural and scientific films submitted from all over the world are reviewed at the festival. Awards are made on the basis of excellence of quality and imaginative treatment of the film submitted.

Awards for the winning American films were made at a ceremony in the main conference room of the State Department building in Washington, D. C.

Antique Anchors Discovered

Two old anchors whose discovery brings back fond memories of the days of whaling ships have been found in a Pacific fleet anchorage.

Hand-forged with great care and in an excellent state of preservation, the two-old-fashioned anchors were dragged up from the bottom of Maui anchorage in the Hawaiian Islands by Navy divers who were clearing the place of concrete mooring blocks sunk there during World War II.

A couple of Maui's veteran, grizzled residents say that the anchors were probably lost in the harbor by whaling ships that used Maui as a port of call in the days of the Pacific whaling expeditions.

The Navy undertook to clear the anchorage of underwater obstacles to enable Maui's fishermen to ply their trade without fear of getting their nets entangled.

Their Morale Gets a Boost

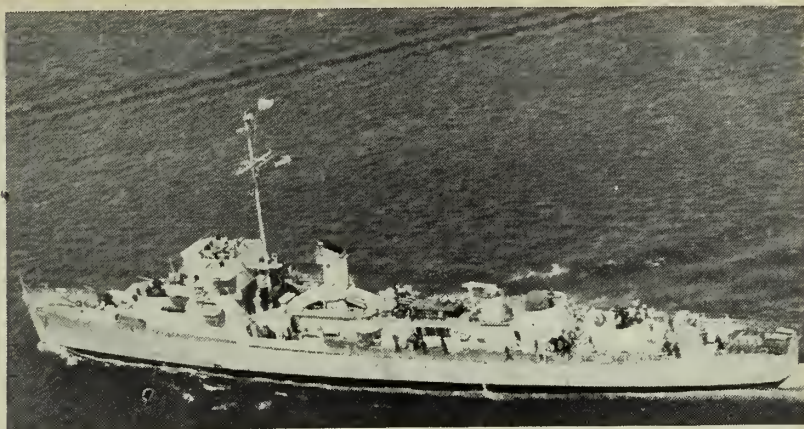
Sailors in the Bremerton Group, Pacific Reserve Fleet, are honored in morale-boosting ceremonies or by personal letters to themselves or their families upon reaching certain milestones in their careers.

Assurance that they are valued and appreciated by the Navy comes to Navy men about as soon as they report to the Bremerton reserve group. Shortly after arriving for duty, the man will probably learn that a letter has been received by his next of kin. Responsible for this token of good will is Captain James R. Dudley, USN, and Captain Thomas D. Wilson, USN, who adopted the Atlantic Fleet policy which had been in effect for some time.

In addition, Captain Wilson writes a personal letter to a man's next of kin when the man is advanced in rating or reenlists or reaches the age of 21 years. Also, the man himself receives a personal letter from the captain and a new I. D. card when he reaches the age of 21.

Another pleasing gesture is the "ceremonial muster" held once a month in honor of awards and advancements to PO ratings. At these musters, the captain announces over a public address system the names of the men honored and the nature of the honor. The ceremony does much to impress new POs with the nature and added responsibilities.

A married PO of the Reserve Group is selected each month to rep-



OUTSTANDING heroism in repelling boarders and ultimately sinking the German submarine U-66, earned USS *Buckley* Navy Unit Commendation.

Hand-to-Hand Battle Wins Buckley NUC

Shades of old-time, hand-to-hand sea combat by boarding parties — standard practice in centuries past but rarely heard of in the present age — come to light in the citation for a Navy Unit Commendation awarded to USS *Buckley* (DE 51).

"Battling with guns, fists and even with coffee cups" to repulse a last-ditch boarding attempt by German crewmen of the submarine U-66, men of the U. S. destroyer escort sent the Germans reeling back over the side, repulsed the assault, sank the submarine and captured a number of her crew.

The action occurred on the night of 5-6 May 1944 while *Buckley* cruised in the sea-lane approaches to the Mediterranean. The citation tells the story:

"Ordered to investigate a surface contact reported by search aircraft, USS *Buckley* proceeded to the rendezvous at high speed and approached the target up the path of the moon. With the enemy clearly silhouetted against the light, *Buckley* was maneuvering to attack when a torpedo wake was sighted aft.

"Taken under machine gun fire, the destroyer escort quickly countered, scoring a direct hit on the

enemy's forecandle and rapidly closing range while raking the submarine from bow to stern with withering machine gun and 3-inch fire. Alongside the U-66, *Buckley* gave a hard right rudder and rode up on the target.

"As enemy boarders swarmed over the side, the *Buckley* crew battled with guns, fists, and even with coffee cups to rout the Germans. Suffering no casualties in this sharp encounter, the destroyer escort backed off to prevent further boarding.

"Striking a glancing blow as the two ships came abreast, the U-66, her bow riding under *Buckley*'s after engine room, slowly rolled to a 60 degree angle and took a hand grenade in her flaming conning tower.

"After 16 minutes of desperate action, the enemy went down, her interior ablaze, her hatches open and 36 of her men captured.

"*Buckley*'s success in repelling and capturing enemy boarders, an operation patterned on traditional naval practices of more than 100 years ago, was the direct result of her own combat readiness, and reflects the highest credit upon the United States Naval Service."

resent the Pacific Reserve Fleet at each of two local clubs. The Navy representative at these clubs is invited to speak and is the guest of honor. While the meetings are weekly, the Navy representative is changed once a month. Men who are residing with their families in the Bremerton area are chosen for this honor.

In sending a representative to take part in local affairs, the Navy has done much toward introducing Reserve Fleet personnel into the activities of Bremerton. The other friendly courtesies of the command tend to keep morale high, both among the Navy personnel and their home folks. — J. R. Samuelson, JO1, USN.



ENTIRE CREW stands by as Leo Slivinski, BMC, USN, salutes and marches down the gangway for the last time. He retired after 30 years service.

Rarely Ashore, Chief Retires After 30

A salty veteran of 30 years' active service, Leo Slivinski, BMC, USN, will go down to the sea in ships no more.

Chief Slivinski, who has only rarely done duty ashore during his long naval career and who has served in 15 ships in all, has retired from the Navy.

The chief figures that he has got a pretty good over-all picture of how the Navy works from his variety of sea duty. At one time or another, he has served in a battleship, a cruiser, a destroyer, a minesweeper, a fleet tug, a repair ship, a store ship, a seaplane tender and a yard oiler.

His two short tours of duty ashore were spent at Naval Training Center, San Diego, Calif., and at the Naval Air Station, also at San Diego.

Before being piped over the side as he left his ship for the last time, the veteran chief was granted the privilege of reviewing the crew with his commanding officer.

With the men of his deck gang and the other bluejacketed divisions drawn up stiffly on the deck of *uss Ajax* (AR 6), a serious-faced Chief Slivinski strode down the straight lines of blue and white to give the boys his final once-over before his retirement became official.

The inspection completed, the chief shook hands all around, watched two seamen carry his seabag over the side and then marched across the gangway himself between two rows of sideboys as the entire crew stood by.

His only regret — "You know, I've never served in a submarine."

Chief Tops His Class

It's a cinch that Robert Chatfield, BMC, USN, will be a good man on a shore patrol beat.

Chief Boatswain's Mate Chatfield — who was the only Navy man enrolled in the last class at the Military Police School at the Army's Camp Gordon, Ga. — graduated tops in a class that numbered 62.

The Navy man was assigned to an Army school because the Navy maintains no special school to instruct its shore patrolmen while at Camp Gor-

don the Army gives an inclusive course on the subject.

He finished the six-week course with an academic rating of 93 and was so outnumbered by his Army fellow-students that he was called "sergeant" instead of "chief."

While at the school, a Navy man learns everything from judo to military law and is qualified for permanent or temporary shore patrol duty when he graduates. Men are normally assigned to Camp Gordon on a returnable quota.

How Far Can You Go?

A collection of characters such as *uss Fargo* (CL 106) had for her seven months cruise in the Mediterranean is rarely to be had on any ship.

According to a plush "cruise book" turned out for crew members attached to the cruiser while it visited such ports as Athens, Trieste, Venice, Genoa, Villefranche, Oran, Gibraltar, Naples, Istanbul, Salonika and points east, "this cruise was such an unforgettable one that it demands some memento more lasting than personal reminiscence."

So to aid their memories in the dim future, a superb 115-page, leather-bound book entitled the *Cruise Log* was turned out. It has pictures of all divisions and many candid shots, with snappy copy to match. Selected excerpts from the written material point either to a colorful crew or a colorful editor — probably both:

- One of the older men of *Fargo's* First Division "is alleged to have acted as mess cook at the Boston Tea Party."

- "Into CR Division passes probably the greatest amount of coffee per man afloat. It is the lifeblood which feeds their mechanical brains which, if analyzed, would be found to be a cross between a coffeebean and a light bulb."

- "Qualifications for King Division are a high I.Q., love of work, and just enough marbles to make you like radar."

- Fourth Division: "This is reputed to be the most artistic division on board, showing a great predilection for painting everything in sight as often as possible. The fact that it is easier to paint over rather than scrub down, has nothing to do with their love for art and color."

- Instead of a leading petty officer in the Fifth Division, *Fargo* had a "leading character" for the men.

- Eighth Division (Marines): "Since the shores of Tripoli, the Mediterranean has seen the U. S. Marines, but we doubt if it ever saw a better looking, smarter drilled outfit than the 41 men of the Eighth Division. To them belong the 20-mm guns, and they lay claim to more drones and sleeves knocked down than all other divisions combined. To them belongs the distinction of having the only 'jumping gun' aboard ship. They have expended more gun barrels than ammunition."

- Able Division: "If there are no

accidental fires, 'A' Division starts 'em just for practice. Ensign Shrunk is often seen sneaking about some inaccessible part of the ship armed with a smoke bomb."

• Radarmen of Tare Division: "So aloof are they that they have their own division barber. . . . It is rumored that if the ship's barber attempts the job, he receives a charge of radio-activity."

• S-1 Division: "Like a Rothschild banking firm, S-1 spends part of each day negotiating dollars, drachmas, lire, francs, rupees and kuru." (Even Webster's 3,206-page unabridged dictionary can't tell you what a kuru is.)

NR Communications System

The Naval Reserve Communication System now operates 820 radio stations in the U. S., Alaska, Hawaii and the Canal Zone. This is more than half the number of stations planned for use in training approximately 37,000 persons in communications and technical electronics.

Stations are located at Naval Reserve training centers and other facilities throughout the U. S. and in the possessions mentioned. Should fires, floods or other disasters strike, the stations and their personnel would provide assistance in furnishing communications and electric power. In more widely spread emergencies, these Naval Reserve activities would provide similar service to the regular Naval Communication Service.



LOOMING out of the San Francisco fog, USS Gurnard (SS 254) awaits tow to Pearl Harbor where she is now utilized for the instruction of Reservists.

Survey of Continental Shelf

The net tender *uss Mulberry* (AN 27) has been made available to scientists under contract to the Office of Naval Research for their third survey of the continental shelf off west coast of the United States.

A "continental shelf" is that underwater area of land where the continent gradually slopes downward toward the ocean floor. Studies of submarine geology of the continental shelf off the coast of California, which extends as far westward as the Farallone Islands, have been in prog-

ress for several months. Investigations were conducted during late 1949 of marine life, geology, seismology and ocean currents in the region.

Samples of green mud obtained by dredging from *Mulberry* down to a depth of 2,000 fathoms are still being examined chemically and biologically for an explanation of the conditions under which sediment is being deposited.

Possibilities that the survey might help explain earthquakes was indicated by the scientists.

Marine Sergeant Dreams Up a Tricky Canned Milk Opener

Awakening in the night, Marine Sergeant Russell L. Stoecker decided the can opener-milk dispenser he had dreamed about was too good not to be true. He hopped out of bed and drew a sketch of the gadget while the idea was still fresh in his mind.

Technical Sergeant Stoecker, who is stationed at MCAS El Toro, Calif., applied for a patent on his brain-child and had a working model constructed. He is now considering offers from several large milk companies to market his invention.

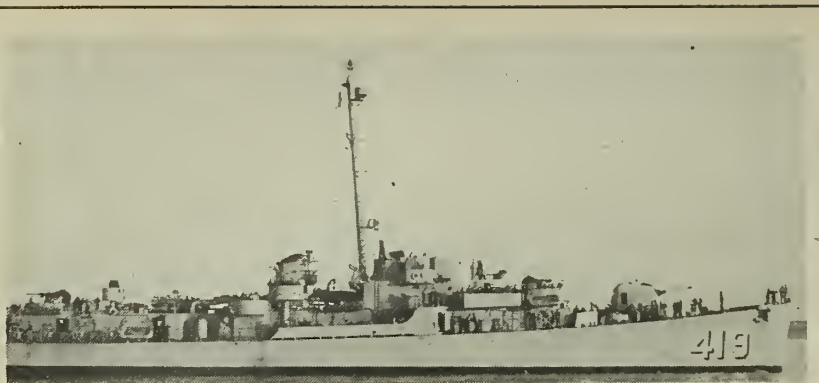
Sergeant Stoecker's new dispenser is shaped somewhat like a conventional cream pitcher. It opens at the bottom, where an unopened large-size can of condensed milk is inserted and pushed in. The bottom of the dispenser is then replaced.

Two tubular knives open the can when it is inserted in the attractive heavy gauge aluminum container, and rubber seals protect the openings from dirt and germs. A slide arrangement that operates like a syrup pitcher top allows pouring of the milk.

In addition to preventing bacteria from entering an opened container of milk, the dispenser prevents spoilage and does away with jagged edges and unsightly opened cans of milk on the table. Best of all, children can tip it over and never spill a drop of milk. When manufactured, the dispenser will probably be offered to the public for about one dollar. Stoecker states that developing the dispenser and obtaining a patent has cost him about \$1,000 thus far.



SACK TIME inventor, TSGT R. L. Stoecker demonstrates the milk can opener he literally dreamed up.



SEA SCOUTS and approximately 100 women from local feminine organizations took a short cruise across Puget Sound in USS *Robert F. Keller*.

Civilians Take Short Cruise with Reserves

Getting under way from Everett, Wash., a short distance north of Seattle, the destroyer-escort *uss Keller* (DE 419) had aboard an unusual and interesting company of passengers.

Probably most interested and excited themselves were 185 Sea Scouts from the area neighboring the city of Everett. Also getting a big kick out of the cruise were approximately 100 ladies from the Navy Mothers Club, American War Mothers, the Volunteer Naval Reserve Waves, and other feminine organizations. The DE itself was

manned entirely by Naval Reserve personnel.

The journey wasn't very long — just across part of Puget Sound to the Naval Air Station on Whidbey Island. There the passengers disembarked, and the Scouts were taken by Navy transportation to the 4-H Club camp near Deception Pass. After staying overnight at the camp, the Scouts were returned to the air station for the noon meal in the Navy messhall. After chow, the boys were given a tour of the station and a DE ride back across the Sound to Everett.

Sub-Fighting Seaplane

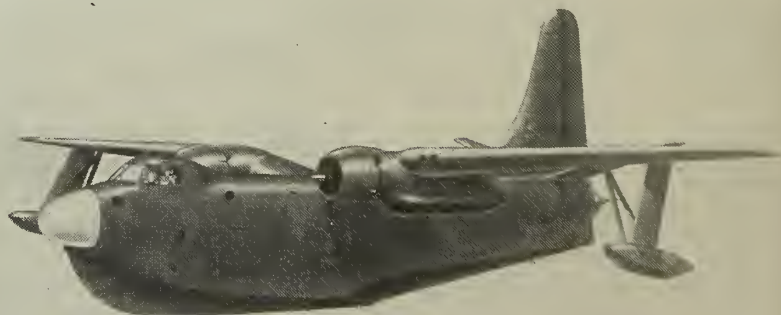
The Navy will have a new type of seaplane in operation soon, a plane designed especially for fighting submarines and for improved landing and take-off ability on rough water.

An initial production contract for the still unnamed plane has been awarded. The plane, now designated the P5M-1, was designed to succeed the PBM *Mariner* of World War II fame.

Featured on the new flying boat are an unusually long "afterbody" in the lower portion of the hull, the latest electronic equipment, and a large bow radar scanner. The long-afterbody hull is incorporated in the plane's design to provide good handling qualities on rough water. Wing-tip floats are included as an added aid to stability. Arrival at the present design followed a long series of tests employing models in a towing tank.

The new gull-wing plane will be powered by two 3,350-horsepower engines. It will carry one rudder at-

tached to a single tall vertical stabilizer, instead of the twin rudders carried by the *Mariner*. All structural parts of the craft will be unusually strong to fit the plane for rugged service.



RUGGED new flying boat, the P5M-1 features long afterbody for improved performance in heavy seas, is primarily intended for anti-submarine warfare.

Chaplains Hold Conference

Addresses by top Navy officials and round-table panel discussions featured the second postwar conference of naval fleet and district chaplains held this year in Washington, D. C.

Servicemen's marriage problems, the spiritual life of the chaplain, and emphasis on the Christian way of life for servicemen were among subjects discussed at sessions directed by Rear Admiral Stanton W. Salisbury, ChC, usn, Chief of Chaplains.

The concluding meeting of the four-day conference, attended by chiefs of Navy bureaus and chaplain representatives of the armed forces, was addressed by Rear Admiral Forrest P. Sherman, usn, Chief of Naval Operations, and Secretary of the Navy Francis P. Matthews.

A memorial program for chaplains who lost their lives in service was conducted at the Arlington Cemetery grave of Captain John Frazier, ChC, usn, the first Chief of Navy Chaplains, appointed in 1917.

Attending the conference were naval chaplains from the Atlantic and Pacific fleets, and from the various naval districts of the United States, Alaska, Hawaii, Panama Canal Zone, and the Caribbean area.

Flag Rank Orders

Flag rank orders for last month:

Admiral Louis E. Denfeld, usn, retired 1 Mar 1950.

Vice Admiral William M. Fechteler, usn, Deputy Chief of Naval Operations (Personnel), ordered as Commander in Chief, Atlantic Fleet to rank as Admiral from 1 Feb 1950.

Vice Admiral Robert B. Carney,

Wave Parachute Rigger Jumps to Successful Conclusion

Graduation is one final plunge for Waves and male personnel attending the Parachute Riggers School at NAS Lakehurst, N. J. The plunge is either successful, in which case you graduate, or unsuccessful, in which case all details are unmentionable. School officials believe that the hop from a plane some thousands of feet up teaches students the proper appreciation of the art of lavishing loving care on the parachutes they rig.

Mary L. Redfern, PRAN (for parachute rigger striker, airman), USN(w), is the first Wave to make the parachute jump as a requisite for graduation from the 15-week course, and she says the jump-master's warning, "Coming on the range!" is more scary than anything that comes later. By the time he gets around to yelling "Go!" you're much too busy to think about anything else.

It was a brisk, wintry day when Airman Redfern made her pioneering jump above the circle on the station's hard-cruised turf. At the jump-master's word she was out in the crisp air, watching the ground come up fast until the first violent jerk brought her upright, and she knew everything was going to be all right.

The Wave was only one of more than 50 students and instructors making parachute jumps from a transport plane that day. Jumping number four in the second flight of the day, she had only one mar on an otherwise flawless hop: she had neglected to hold onto the rip-cord all the way down after opening the



FIRST WAVE to make the jump required for completion of parachute riggers course at NAS Lakehurst, Mary L. Redfern, PRAN, comes up grinning.

'chute with it. She felt better about that when she learned that another student — a male — had done the same thing, and both of them had to pay the traditional penalty the following night of treating the other class members during the graduation dinner.

The jump-master, Lieutenant Harry Ritter, USN, has been at the school since the summer of 1947 and his students never have suffered serious injury or fatality in the more than 30 mass 'chute jumps held in that time. They are well padded and protected, with paratroop boots, football helmets, and double 'chutes.

Airman Redfern ranks as the first Wave parachute rigger to complete the course with the free fall parachute jump as the final requirement for graduation. During the war many Waves, Spars and women Marines graduated from the school, but then a parachute jump was not required.

The 21-year-old Detroit girl is the first Regular Navy Wave to volunteer for the course and is the first Regular Navy Wave PRAN. Roberta J. Clevenger, AA, USN(w) joined Airman Redfern at the air station, and the two of them were the only females among 113 students in the course at the opening of the year.

USN, Deputy Chief of Naval Operations (Logistics), ordered as Commander, Second Task Fleet.

Vice Admiral Francis S. Low, USN, Special Adviser for Undersea Warfare, Naval Operations, ordered as Deputy Chief of Naval Operations (Logistics).

Vice Admiral Calvin T. Durgin, USN, Deputy Chief of Naval Operations (Air), ordered as Commander, First Task Fleet.

Rear Admiral John H. Cassady, USN, Commander, Fleet Air, Jacksonville, Fla., ordered as Deputy Chief of Naval Operations (Air) to rank as

vice admiral from 15 Jan 1950.

Vice Admiral Gerald F. Bogan, USN, retired 1 Feb 1950.

Rear Admiral George H. Fort, USN, President, Naval Retiring Review Board, ordered as Member, General Board.

Rear Admiral Arthur G. Robinson, USN, ordered as Senior Member, Naval Sentence Review and Clemency Board.

Rear Admiral Evander W. Sylvester, USN, Commander Puget Sound Naval Shipyard, Bremerton, Wash., ordered to Bureau of Ships for duty.

Rear Admiral Thomas G. W.

Settle, USN, ordered as Vice Chief of Naval Material.

Rear Admiral John W. Roper, USN, Chief of Naval Personnel, ordered to additional duty as Deputy Chief of Naval Operations (Personnel).

Rear Admiral Frank C. Dunham, SC, USN, Assistant Chief of Bureau of Supplies and Accounts, ordered as Chief, Field Branch, Cleveland, Ohio.

Rear Admiral Lewis N. Moeller, CEC, USN, will relieve Rear Admiral Carl A. Trexel, CEC, as Director, Pacific and Alaskan Division, Bureau of Yards and Docks.

Brief news items about other branches of the armed services

* * *

DIVERS from the Army Transportation Corps School, diving in the York River near Yorktown, Va., discovered part of the hull of a British war vessel sunk during the siege of 1781.

The vessel was determined to be one of a British fleet of approximately 50 ships known to be in the area during the siege of Yorktown that year. A number of these vessels were set afire by French and American shore batteries and went down in flames. Most of the ships were sunk on the Yorktown side of the river, but one or two, notably the frigates *Guadaloupe* and *Sharon*, were reportedly sunk while trying to escape to the Gloucester side of the river.

The wrecks on the Yorktown side of the river have been exploited in salvage for the past 50 years, but the Army's discovery is the first evidence to verify the existence of vessels sunken on the Gloucester side of the river.

The discovery was made during practice dives by Army personnel undergoing training.

* * *

"AIRBORNE TROOPS will play a major part in any possible future war," says the Army. Consequently, the Paratrooper Training Center at Fort Benning, Ga., is buzzing with activity even in these days of peace.

Two hundred men of varying background, ranging from recruits to battle-tested veterans, officers and enlisted men, graduate each week in the five-weeks' course. Officers and men take the same course and are assigned to the same company.

Since the opening of paratroop training nine years ago, more than 124,000 men have qualified as airborne soldiers.

The Army points out that in this modern age, the primary mission of the infantryman — "to close with the enemy and destroy him by fire, movement and shock action" — is still the same, but the method of entry into combat has changed through the years. Assault via the airways is one of the latest refinements.



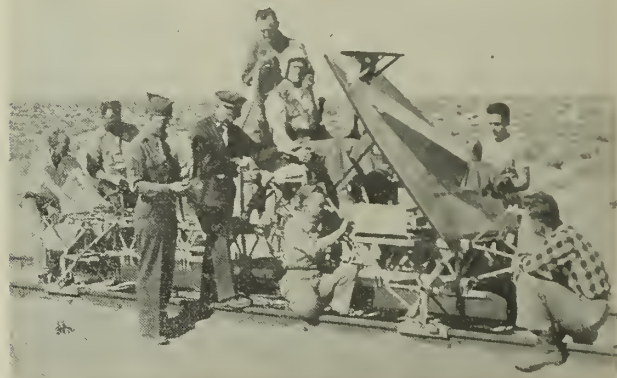
PRACTICE tower gives paratrooper trainees confidence when the time comes to make that first real drop.

How WOULD YOU like to travel 240 miles an hour on a sled — without any snow?

At Edwards Air Force Base, Muroc, Calif., there's a sled that can go that fast under rocket power. As far as we know, nobody has ridden it at full speed, however. It travels along steel rails on its short, rapid journey.

The brakes are the thing, though. They can drop the sled's speed from 150 miles an hour down to 75 mph in one-fifth of a second. That would be the same as bringing an automobile to a standstill from a speed of 75 miles per hour in a distance of nine feet.

The idea of all this is to find out how much momentum-



TESTS conducted on this rocket-propelled 'human decelerator' will lead to greater safety for future flyers.

created force the human body can stand without damage. Volunteer riders on the Air Force sled have proven that it can stand a lot if properly supported. One way to support the body for the rapid slow-down tests is to have the seats facing aft. That way, the seat's back keeps the volunteer from being flung against the sled's structural work. Another method is the use of quite an elaborate harness. With either type of support, AF volunteers have endured a deceleration force of 35 G's. That is, the force exerted by momentum was 35 times the volunteer's weight.

Greater safety in the event of air crashes is the goal. The sled tests are providing valuable information.

* * *

A PILOT EJECTION SEAT that can toss a jet pilot free of his plane at supersonic speeds is now being tested by the Air Force by means of the fastest little trolley car in the world.

The "trolley car" is actually not a trolley car at all but a streamlined sled on wheels. It can hurtle down a narrow-gauge railway track at speeds up to 1,100 miles per hour. As the sled speeds down the track, an ejection seat with a dummy pilot strapped in it is exploded into the air and clear of the track.

By analyzing how the dummy and the seat withstand this punishment, Air Force engineers hope to predict how satisfactory the pilot ejection seat will prove if installed in one of tomorrow's supersonic jet planes.

Actual tests with volunteer airmen have already proved that the ejection seat is practicable for a bail-out

at speeds up to 555 miles per hour. Present indications are that the seat will also prove safe for bail-outs up to 700 miles per hour — that's barely over the supersonic range under certain conditions.

★ ★ ★

TELEVISION is now replacing the Army instructor in the classroom.

In a series of eight experimental television broadcasts, the Army is making its first venture into television as a medium. The eight programs, broadcast over a regular commercial television network, outline the operations of an infantry division as it maneuvers in a simulated combat operation.

Films of actual combat operations in World War II are pictured to show the students the set-up. Then, Army instructors take over to point out how the problem shown might be solved with the forces at hand.

The telecasts are intended for Army Reservists and National Guardsmen. Reservists may view each "lesson" either from their own homes or from designated meeting places where television receivers have been installed.

These telecasts are produced at the Navy Special Devices Center, Port Washington, Long Island, N. Y., where the Navy has long been conducting its own television programs (see ALL HANDS, November 1948, p. 2-4).



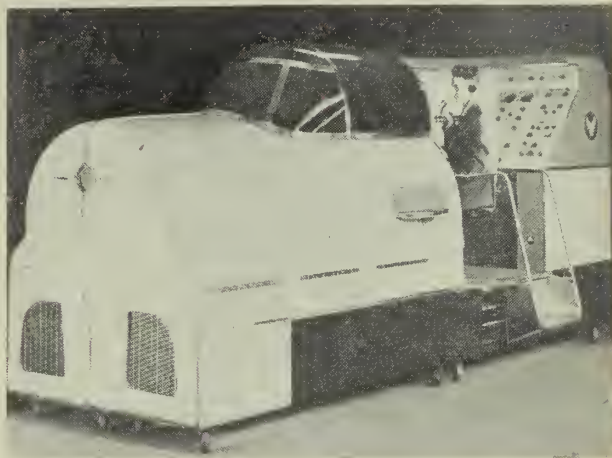
MOCK-UP of navigational computer is used to teach Air Force cadets how to find their way around the sky.

DEHYDRATED food is back again on the Army's menu — items like dehydrated potatoes, eggs, onions, apples, cranberries, cabbage, carrots, beets and soups.

In order to get its men used to eating good dehydrated food and to encourage civilian food concerns to continue to experiment with dehydrated food items, the Army has announced that it has resumed a limited use of these foods.

Although during World War II dehydrated foods never got a full vote of confidence from the fighting men, the items the Army will now place on the doughboy's mess tray have all been proved acceptable by taste test.

Dehydrated foods are important, says the Army, because during wartime shipping space must be conserved. As a result, there is less room for bulky fresh food. Dehydrated foods must be used to fill the gap.



JET TRAINER developed for the USAF simulates problems encountered in flying scoop and whoosh aircraft.

A NEW LINK JET instrument trainer, designed to simulate all of the problems and flight conditions encountered by pilots flying high-speed jet aircraft, has been approved for use by the Air Force.

With a cockpit closely resembling that of a jet fighter, the new trainer contains all of the controls, instruments and indications of a high speed aircraft with rates of roll, climb and acceleration duplicated. It differs from previously used trainers in that it does not move on its fixed base. Earlier Link trainers tipped, banked and turned on a single pivot base.

By use of a series of emergency controls, the instructor can produce a variety of conditions in the trainer such as might be encountered in actual flight. Weather and light conditions, icing, rough air and wind can be introduced. The trainer contains equipment which makes it possible to get instruction in the latest radio and navigation procedures.

The trainer is 14 feet long and weighs 3,750 pounds.

★ ★ ★

LEAVING behind a long billowing trail of smoke, a thin pencil-like object mounted into the sky at Holloman Air Force Base, Alamogordo, N.M. An upper-atmosphere research test, employing the famed *Aerobee* designed for the Navy two years ago, was under way.

A rocket motor burning liquid fuel can shove the *Aerobee* into the 3,000 mile per hour speed zone and send it darting to 75-mile altitudes. Within its slender body (slightly more than a foot in diameter), the 20-foot rocket can enclose 150 to 200 pounds of electronic instruments besides its engine and fuel. Three fins on the *Aerobee's* tail provide stability.

Sixty *Aerobee* units will be launched at the Air Force's New Mexico installation in a two-year research program. Data collected by the rocket's instruments will be used in atmospheric, solar and guided missile research.



THE BULLETIN BOARD

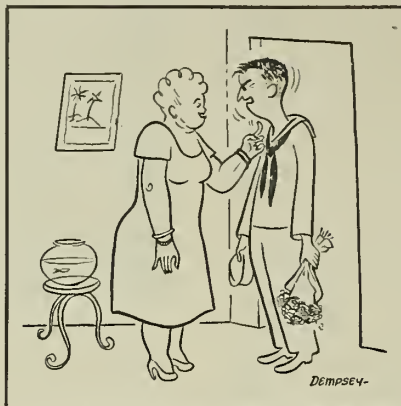
Advancement Based on Service-Wide Competitive Exams

Service-wide competitive examinations are now the basis for advancement to all petty officer rates, in accordance with the provisions of BuPers' Circ. Ltr. 12-50 (NDB, 31 Jan 1950).

Formerly, only advancement to CPOA required that all applicants for the same rate must take the same exam throughout the service. Examinations for advancement to first, second and third class petty officer rates were prepared and given by the separate area and force commands — with the result that 17 different exams, some varying widely, were given for the same rate.

Now, the new system of a single, service-wide competitive examination for advancement to each of the petty officer rates places all applicants on an equal basis. For example, a boatswain's mate striker in San Juan, Puerto Rico, will take an examination identical to that taken by another man striking for the same rate in, say, New York City — and on the same day.

Another directive, BuPers Circ. Ltr. 13-50 (NDB, 31 Jan 1950) gives the dates on which the first service-



"Some dirty rat named Joe sent me."

wide competitive examinations for advancement to PO3, PO2 and PO1 throughout the naval services, as follows:

- Petty officer, third class — Monday, 10 July 1950.
- Petty officer, second class — Monday, 17 July 1950.
- Petty officer, first class — Monday, 24 July 1950.

Preparation and grading of the thousands of examinations is the function of the Naval Examining Center, Norfolk, Va., whose recent establishment makes possible the new

system. (See ALL HANDS, January 1950, p. 12.)

The directive asked commanding officers to insure that all personnel eligible and recommended for advancement by 16 Oct 1950 also may be nominated by COs. The directive also pointed out that if advancement authorizations have not been received for personnel who competed in past fleet or area-wide examinations, meanwhile maintaining their eligibility for advancement to these pay grades, they should be nominated for the July exams.

All fleet, district and other waiting lists for advancement to the various petty officer rates will be cancelled and terminated on 1 July 1950. Personnel who are on these waiting lists and who are not advanced on or before 30 June 1950, must compete for advancement in the service-wide competitive examinations.

The new system centrally controls the advancements to all petty officer rates and permits advancements to be made for enlisted personnel who stand highest in the competition regardless of geographic location or duty assignment.

Form NavPers 624 "Report of Examination for Advancement or Change in Rate or Rating," newly revised in January 1950, will be available for distribution to commands in March 1950. This form, containing information on each candidate, will be filled out by the commands and turned over to the examining boards. In the interests of accuracy and fairness to personnel, the Bureau of Naval Personnel has asked the commands to allow the applicants to review all information in this form as taken from their service records.

Another directive, BuPers Circ. Ltr. 12-50 (NDB, 31 Jan 1950) eases sea duty requirements for advancement in rating, bringing them on a par with those required for officer promotion.

In addition to the present types of sea duty, the following are now considered sea duty for promotion purposes under provisions of the new directive:

Survival Training Switches from Hot to Cold

"Brother, it's cold outside," said the Navy pilot to himself as he lighted a candle in his snow cave. It was cold inside, too, but would be warmer as soon as the candle and the flier's own body warmth had taken the chill off the air.

This was part of a seven-day cold weather course designed to teach pilots how to survive if forced down in frigid regions. Nearby on the Alaskan plain were seven other fliers, each tucked away in his own little cave — and doing nicely, thank you. They all thought they were doing more nicely than on the first day, when they had camped on the barren beach. Yes, a snowbank did provide more comfort as a shelter than did stray driftwood and discarded parachute material.

The eight Navy pilots had come

up from San Diego for the week's course. Ordinarily the first 24 hours would have been spent on the ice floes of the Bering Sea, but the sea wasn't frozen as yet this winter. In fact, the weather was uncooperative throughout for really effective training. It was only about 12° below zero most of the time.

The survival students wore only the clothing they would have been wearing if actually forced down in the area.

The eight members of VF-52 spent 48 continuous hours exposed to the arctic weather, and breezed through the experience without difficulty. Earlier phases of the course included lectures and movies on polar survival. The unified course was conducted at Marks Field, an Air Force base near Nome.

• Military Sea Transportation Service.

• Reserve Fleet.

• Naval district vessels and surface craft. (Previously, these vessels had to be at sea 50 per cent of the time for their personnel to be considered as serving on sea duty for promotion purposes. This requirement is now removed and attachment to the vessel is regarded as sea duty for promotion purposes without regard to time actually spent at sea.)

• Fleet amphibious warfare units. (Underwater demolition teams, beach groups, amphibious training units.)

• Fleet training units. (Underway training units, fleet training groups, amphibious training units, Fleet Sonar School.)

• Fleet, Force and Type administrative commands of the sea-going forces. (Such as staffs of CincLant, ComCruPac, ComServForLant, and so forth.)

The re-definition of sea duty for the above types of service applies only for advancement purposes — not for pay or duty rotation purposes. The directive states that, "Nothing in the foregoing is to be construed as a change in regulation or policy regarding sea and shore duty rotation and foreign service duty for pay purposes, but applies only in connection with advancements in rating and changes in status to permanent appointment."

Besides the above changes, BuPers Circ. Ltr. 12-50 emphasizes the following points:

• Since all CPOs are now included in pay grade E-7 under the new pay bill without regard to acting or permanent appointment, the use of the term "Appointment to Pay Grade 1" is discontinued and the term "permanent appointment" is restored to use.

• Permanent appointment is signified by dropping the "A" as in the following examples: (1) Chief Boatswain's Mate, Acting Appointment — BMCA. (2) Chief Boatswain's Mate, Permanent Appointment — BMC.

• The directive makes an obvious point of calling attention to "Chief Boatswain's Mate" as being the correct way to write and say it. BuPers has received correspondence referring to "Boatswain's Mate, Chief" — which is incorrect whether spoken or written in full.



How Many Feet Are There in a Nautical Mile?

A navigator in the U. S. Navy and a navigator in the Icelandic "Navy" will not see eye to eye on how many feet there are in a nautical mile.

The Iclander will say that his nautical mile is several feet longer than the U. S. nautical mile. It's not because in Iceland they need a longer mile in order to sail around all those icebergs, either, he says. It's because Iceland simply uses a different measurement for its nautical mile.

Every seaman knows that "one nautical mile is equal to one minute of latitude." That's all very well and one minute of latitude is a good enough rough measurement of distance over the sea and a handy rule of thumb.

But when you need to be very accurate and try to pin down the nautical mile to its exact number of feet, you run into a peck of trouble since one minute of latitude at the North Pole and the same minute of latitude at the Equator are two different things. The one up at the Pole is a few feet more in length than the one down at the Equator.

It's not, as you might think, because the nautical mile can't stand the heat at the Equator and finds it must shed a few of its feet. No, it's because our earth is pushed in at both ends (the Poles) like a toy balloon which is pressed between your

palms. As a result, the experts tell us, we live on a "spheroid" rather than on a perfect "sphere."

Moreover, the plain fact is that the experts aren't exactly sure how far this spheroid is pushed in at either end. The U. S. uses for its measurements a spheroid as figured out by a fellow named Clarke. Iceland, on the other hand, uses somebody else's spheroid. The result: two different measurements.

Don't think that Iceland is the only country that uses a different nautical mile from the U. S. The British, French and German "nautical miles" vary from ours too, by as little as two inches and by as much as two feet.

For example, the U. S. nautical mile contains 6,080.20 feet; the British nautical mile contains 6,079.98 feet; the French and German nautical miles contain 6,076.10 feet; while the Iceland nautical mile contains 6,085.95 feet.

So if you and your buddy from Iceland get into an argument over how many miles (nautical, that is) there are around the earth at the Equator, don't hold it against him if he swears that there are 21,605 and you know for sure that there are 21,624.

You are both right. He's just using those quick-frozen, king size Icelandic miles, that's all.

Navy Disciplinary Barracks Closed on the West Coast

The Navy has closed down one of its two disciplinary barracks for general courts-martial prisoners.

Prisoners to be sent to a West Coast disciplinary barracks will hereafter be assigned to the Army branch disciplinary barracks at Camp Cooke, Lompoc, Calif., instead of to the Navy disciplinary barracks at San

Pedro, Calif., which has been closed.

This move affects prisoners from the 11th, 12th, 13th, 14th, and 17th Naval Districts, and Pacific Ocean areas.

In general, disciplinary barracks are for those GCM prisoners who are not recommended for eventual restoration to duty in the Navy; re-training commands are for those who are considered restorable.

Charts Show, Step by Step, How EMs Advance in Navy Ratings

Listed on these pages is a chart showing how enlisted personnel may advance by stages into any of 62 Navy ratings. It shows, progressively, how a person starts out as a recruit in the Navy in one of the seven general apprenticeships — seaman, fireman, construction man, airman, hospitalman, dentalman or stewardman — advances into one of the 12 occupational groups and then upward into one of the job fields (ratings) that are classified under that particular occupational group.

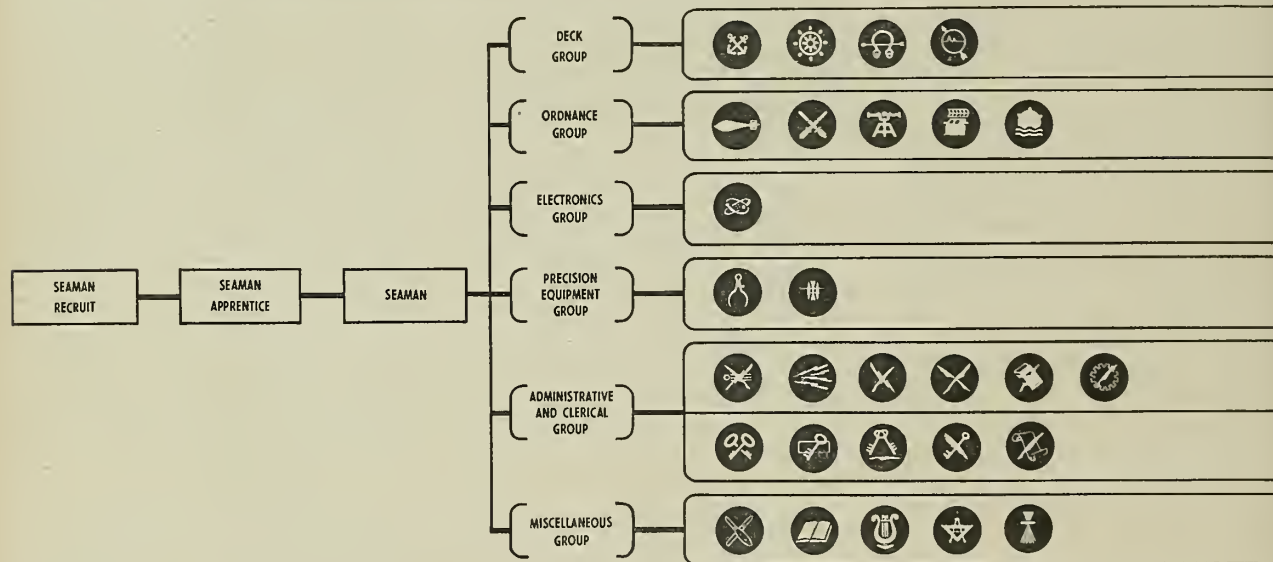
For example, a person may enlist in the Navy as an airman recruit, be subsequently promoted to airman apprentice and airman. His next advancement moves him out of "general apprenticeship" status and into a particular rating. This airman can advance to petty officer third class status in any of the 13 ratings of the aviation group for which he qualifies.

The "general apprenticeship" state of a person's naval

career is during the period he is a non-rated man, occupying pay grades 1, 2 and 3. Example: seaman recruit (PG1); seaman apprentice (PG2); seaman (PG3). When he is advanced to pay grade 4 (third class petty officer) he moves into an occupational group and a particular job field (rating). His subsequent progress up to chief petty officer (pay grade 4 upward to pay grade 7) will be made in that job field (rating).

On the charts below, the column to the left lists the general apprenticeships. The middle column lists the occupational groups, and the right-hand column lists the job fields (ratings) within that particular occupational group.

By publication of these charts, ALL HANDS hopes that a greater number of people will familiarize themselves with the rating symbols of the 62 ratings and gain general knowledge of the duties of personnel of each rating.



Deck Group

Boatswain's Mate (BM) — Perform almost any task connected with the operation of small boats, general seamanship, cargo handling and care of the ship. Act as members of gun crews. Boatswain's mates are the master seamen of the Navy.

Quartermaster (QM) — Perform ship control, navigation and bridge-watch duties. Correct charts and maintain navigation aids. Maintain visual communication by means of flashing light, semaphore and flag hoist. Stand watches as assistant to the officer of the deck and navigator. Act as supervisor of helmsmen and lookouts.

Sonarman (SO) — Operate and perform operational maintenance on sonar and electronic and magnetic harbor defense equipment. Obtain and interpret equipment information for solution of

practical problems of navigation, maneuvering, search and rescue. Operate underwater sound equipment to detect the presence, direction and range of underwater craft.

Radarman (RD) — Operate and perform upkeep on search radar, electronic recognition and identification, controlled approach, electronic aids to navigation and radar countermeasures equipment. Responsible for interpretation of information supplied by this electronic equipment.

Ordnance Group

Torpedoman's Mate (TM) — Check, maintain, test, repair and overhaul underwater ordnance such as torpedoes, depth bombs, depth charges and ordnance detectors used on vessels and aircraft. Maintain and repair torpedo firing equipment and depth charge releases.

Gunner's Mate (GM) — Operate, main-

tain and repair small arms, rocket launchers, guns and turrets. Repair electrical, mechanical and hydraulic systems in guns, turrets hoists and associated systems. Supervise handling of powder, projectiles, rockets, bombs and pyrotechnics. Inspect magazines and test powder.

Fire Controlman (FC) — Operate rangefinders, computers, fire control radars, directors, switchboards and associated units aboard vessels. Conduct operational tests and alignment checks. Perform routine shipboard maintenance and repair work to fire control equipment. Make minor optical repairs to optical rangefinders.

Fire Control Technician (FT) — Highly skilled technicians who make detailed casualty analysis, major repairs and overhauls to fire control systems, including fire control radar.

Mineman (MN) — Check, maintain,

test and overhaul underwater ordnance such as mines, depth charges and ordnance detectors used on naval vessels and aircraft. Maintain and repair mine laying equipment and depth charge release equipment.

Electronics Group

Electronics Technician (ET) — Maintain and repair all electronic equipment such as radio, radar, sonar, and other types of communications, detection and ranging equipment employing electronic circuits. Disassemble electronic equipment and replace defective parts. Calibrate, tune and adjust equipment.

Precision Equipment Group

Instrumentman (IM) — Install, test, calibrate, overhaul and repair mechanical instruments such as meters, gages, office machines, watches and clocks. Work from blueprints and schematic drawings; recondition instruments and select and set jewels in instruments, watches and clocks. Repair mechanical parts of electrical instruments.

Opticalman (OM) — Overhaul, repair and adjust optical equipment such as binoculars, octants, sextants, telescopes, periscopes, rangefinders, lead computing sights, optical gun sights and infra-red equipment.

Administrative and Clerical Group

Teleman (TE) — Act as communications yeoman and registered publications clerks. Receive and transmit radio messages on voice circuits, using specified voice procedure. Operate voice radios, teletypewriters and similar equipment. Perform cryptoboard duties when designated. Operate Navy post offices as authorized by the Chief of Naval Operations.

Radioman (RM) — Operate radios, radio direction finders, teletypewriters and voice radio equipment. Transmit and receive messages by International Morse Code and type incoming messages. Make operational adjustments to and perform upkeep on equipment.

Communications Technician (CT) — Perform specialized duties in connection with communications research and engineering, under the cognizance of the Chief of Naval Operations (CNC).

Yeoman (YN) — Perform clerical and secretarial duties of all kinds at ships and stations, including typing, filing, operation of duplicating equipment and general office work. Handle correspondence, prepare reports and maintain records and official publications. Personnel in higher pay grades qualify as stenographers.

Personnel Man (PN) — Perform personnel technical duties. Prepare and maintain officer and enlisted records, personnel accounting reports, classification, recruiting, training and educational guidance, personal counseling, welfare and recreation, separation and civil re-

adjustment; screen and recommend enlisted personnel for job and school assignments.

Machine Accountant (MA) — Operate key punching and key verifying equipment that records statistical data on tabulating cards. Are thoroughly familiar with the Navy's mechanical accounting systems.

Storekeeper (SK) — Order, receive, inspect, stow, preserve, package, ship and issue materials and cargo, and account for property, equipage, supplies and materials (exclusive of aviation equipage, supplies, etc.) belonging to the Navy.

Disbursing Clerk (DK) — Open, maintain and close military pay records, prepare pay roll certification sheets and money lists; prepare public vouchers, transportation requests and meal tickets; register allotments, allowances, and savings deposits; prepare returns covering receipts and expenditures of public monies.

Commissaryman (CS) — Serve as cooks and bakers for the general mess on ships and shore stations; serve as butchers on large ships and stations. Prepare menus, keep cost accounts, assist in ordering provisions, check deliveries for quantity and quality. Responsible for proper storage of all food products and for care of galleys, bake shops, refrigerated spaces and provision issue rooms.

Ship's Serviceman (SH) — Manage ship's service and ship's store activities afloat and ashore and may perform clerical, sales and managerial functions in naval commissary stores. Lower pay grades specialize as barbers, beauty

operators, cobblers, laundrymen, tailors or store clerks.

Journalist (JO) — Manage and edit ship and station newspapers and serve on other Navy publications; write news stories from personal interviews, examination of dispatches and witnessing events; edit copy and art, write picture captions and prepare page layouts. Prepare radio scripts, feature articles and histories of ships. Operate typewriter and teletype machines in connection with their work.

Miscellaneous Group

Lithographer (LI) — Perform all functions of offset-lithographic work. Lower grades specialize either as pressmen or cameramen and platemakers. Pressmen set up, ink, adjust and run offset presses; clean, lubricate and maintain pressroom equipment. Cameramen and platemakers operate process cameras; develop, opaque and process negatives; layout and assemble copy; make plates; clean, lubricate and maintain photographic and platemaking equipment.

Printer (PI) — Operate letterpress printing equipment at shore stations and aboard ships and perform duties which include copy preparation, composition, presswork and binding. Operate linotype machines, small automatic presses, hand operated cutters and binding equipment.

Musician (MU) — Members of Navy bands and orchestras which provide music for military ceremonies, religious services, concerts and various recreational functions. Play one or more brass, keyboard, percussion or woodwind instruments (may double in stringed in-

HOW DID IT START

Rostrum

To the man giving a speech, the rostrum is simply the platform from which he can hold forth. But were he to probe into the origin of the term, he would find that "rostrum" is a very old word borrowed from the sea.

The early war vessels of the Mediterranean, long before the birth of Christ, had a bronze beak or ram at the prow. Many of them were highly ornamental. The Latins called these beaks *rostra*.

In one of Rome's great sea battles about 300 B.C., the Latins came out with flying colors. They captured the enemy fleet and definitely established themselves as a potent sea power. The battle was fought at a place now called Anzio, where our troops established a hard-fought beachhead in World War II.

In celebration of the victory the *rostra* of some of the captured vessels were taken to



Rome and set up as trophies in front of the speakers' stage at the Forum. As time went on, the entire stage became known as the *rostra*, which in more recent times has been changed to the singular, rostrum.

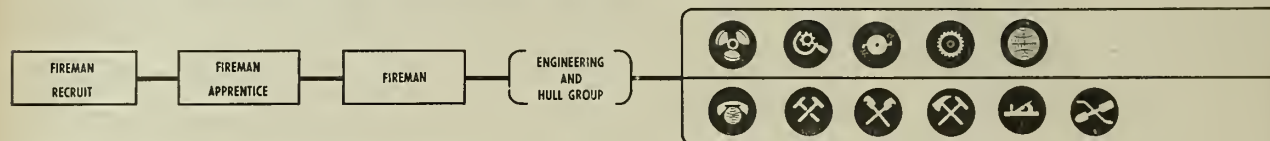
strument). Properly handle, care for and make minor adjustments to instruments played. Plan, conduct, or perform various types of musical and recreational entertainments. Arrange and copy special music for band and orchestra.

Draftsman (DM) — Prepare, alter, file and check topographical, hydrographical, architectural, structural, mechanical, electrical, and statistical drawings,

plans, sketches, tracings, illustrations, maps and charts from rough or detailed sketches, notes and instructions, using pencil, ink, colors, or lithographic greases. Prepare specifications, material estimates and bills of materials. Make, file and correct blueprints. Operate blueprint machines or other printing machines used to reproduce drawings.

Photographer's Mate (PH) — Trained

in all phases of photography except aerial photography. Make pictorial records of historical and newsworthy events aboard ship and at shore stations. Operate, maintain and make necessary adjustments of various types of ground motion picture and still cameras. Develop and print photographs. Perform microfilm, photostat, copying and news photography.



Engineering and Hull Group

Machinist's Mates (MM) — Install, operate, maintain and make repairs to ship propulsion and auxiliary equipment, such as steam propulsion machinery, shafts, propellers, evaporators, compressors, pumps, valves and reduction gears. Maintain and make repairs to outside machinery such as steering engines, anchor windlass, cranes, etc. Operate and maintain refrigeration and air conditioning equipment.

Machinery Repairman (MR) — Perform all types of shop work requiring the skillful use of lathes, milling machines, boring mills, grinders, power hacksaws, drill presses and other machine tools, plus all hand tools and measuring instruments used in a machine shop. Operate, maintain and repair auxiliary machinery such as pumps, winches, compressors, evaporators, etc. Operate main propulsion machinery as required in standing engine room watches.

Boilerman (BT) — Operate all types of marine boilers and fireroom machinery. Transfer, test and take inventory of fuels and water. Maintain and repair boilers, pumps and associated machinery.

Engineman (EN) — Operate, maintain and repair internal combustion engines.

Operate and maintain auxiliary engine room, refrigeration and air conditioning equipment on diesel-driven ships.

Electrician's Mate (EM) — Stand watches on motors, generators and switchboards. Operate searchlights and other electrical equipment. Maintain and repair power and lighting circuits, fixtures, motors, generators, distribution switchboards, etc. Administer and perform electrical shop work and maintain storage batteries.

Interior Communication Electrician (IC) — Stand interior communications and gyrocompass watches. Maintain and repair I.C. systems, including synchro units, gyrocompass systems, and related equipment.

Metalsmith (ME) — Lay out, fabricate, and repair metal structures (light and heavy gage). Make repairs involving welding, brazing, riveting and calking to decks, structures and hulls. Lay out, cut, shape, rivet and tin plate sheet metal. Act as members of damage control parties; calk or patch leaks in the hull, tanks or bulkheads; check watertight integrity of ship.

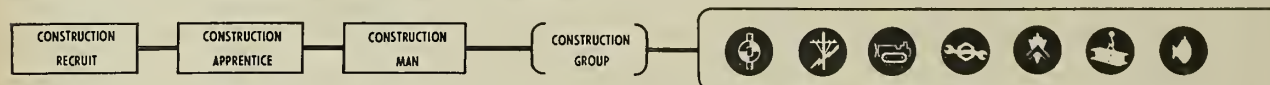
Pipefitter (FP) — Lay out, assemble, fabricate and repair shipboard machinery and hull piping and plumbing.

Install, maintain and repair all valves and piping and plumbing system fixtures and fittings. Weld, braze, solder, roll, bend and form pipes and tubing. Lag and cover pipes.

Damage Controlman (DC) — Specialists fully qualified in the knowledge, theory, techniques, skills and equipment of fire fighting, chemical warfare, carpentry, painting and damage control. Instruct and coordinate damage control parties; are responsible for maintaining and repairing damage control equipment.

Patternmaker (PM) — Make wooden or metal patterns, core boxes and flasks used by molders in a Navy foundry. Mount patterns on molding board for producing molding. Make master patterns and core boxes for casting aluminum and brass patterns. Finish metal patterns. Make full scale layouts of wooden patterns, core boxes and templates.

Molder (ML) — Operate foundries aboard ship and at shore stations. Make molds and cores, rig flasks, prepare heats and pour casting of ferrous, nonferrous, and alloy metals. Shotblast or sandblast cooled castings and flasks. Make castings for various naval equipment.



Construction Group

Surveyor (SV) — Make reconnaissance, preliminary and final location surveys for roads, airfields, pipe lines, ditches, buildings, drainage structures, and waterfront construction. Operate, adjust, clean, and maintain transits, levels, alidades and other equipment. Make hydrographic, topographic and triangulation surveys, maps and profiles. Compute cuts and fills.

Construction Electrician's Mate (CE) —

Install, operate, maintain and repair electrical generating equipment, distribution systems, transformers, switchboards, distribution panels, motors, inside wiring in buildings and lighting fixtures. Erect poles, attach insulators, string wires and lay cable for high tension power lines and communication lines. Maintain and repair all types of electrical equipment found at advanced bases.

Driver (CD) — Check, operate, main-

tain and repair automotive and heavy construction equipment (trucks, tractors, Tournapulls, bulldozers, shovels, cranes, carryalls, pile drivers, graders, etc.) Rig cable assemblies and change attachments for special equipment. Follow engineer's direction in excavation and construction operation.

Mechanic (CM) — Check, test, maintain, repair and overhaul automotive and heavy construction equipment. Work on both Diesel and gasoline internal-com-

bustion engines. Operate special garage equipment.

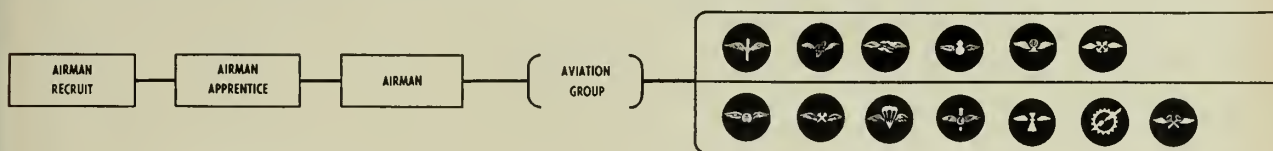
Builder (BU) — Construct, maintain and repair frame, timber and concrete structures such as warehouses, hospitals, barracks, bridges, tanks, buildings, wharves, etc. Operate sawmills and cabinet and carpenter shops. Build concrete forms, place reinforcing steel and mix and place concrete in all types of structures, including underwater installations.

Direct logging operations when required.

Steelworker (SW) — Rig and erect "A" frames, gin poles, derricks, hoists, booms and special tackle to move or hoist heavy equipment, structural shapes, and materials. Splice ropes and steel cables; fabricate nets and slings. Erect or dismantle steel bridges, buildings, tanks, docks and pontoons. Place, cut, fit, weld, bolt and rivet steel shapes, plates and built-up sections in the construction of advanced

base facilities. Build aircraft hangars.

Utilities Man (UT) — Install, operate, maintain and repair high-pressure and low-pressure boilers, evaporators and equipment for distillation of water; perform plumbing and pipefitting work required in the maintenance of the above equipment. Make chemical tests of water for potability. Maintain and operate water supply and sewage disposal plants or installations.



Aviation Group

Aviation Machinist's Mate (AD) — Maintain, repair, test, inspect, adjust and install aircraft engines (reciprocating and turbine) and accessories, including propellers, pumps, etc. Operate engines and auxiliary power plants for operational or test purposes.

Aviation Electronics Technician (AT) — Maintain, adjust, test, install and repair all airborne electronic equipment in naval aircraft including radio, radar, Loran, IFF, RCM, radio altimeter and electronic fire control equipment.

Aviation Electronicsman (AL) — Operate, adjust, test and perform routine maintenance checks and minor repairs to electronics equipment (less fire control equipment). Are familiar with operating procedures and communication instructions applicable to aircraft, and their function as the electronics member of operational flight crews.

Aviation Ordnanceman (AO) — Maintain, repair, install, operate, service and handle aviation ordnance equipment. Operate and perform routine servicing and checking of aviation fire control equipment and fire control electronic equipment.

Air Controlman (AC) — Perform duties involved in the control of aircraft traffic at airdromes, seadromes and on board ship by means of radio, radar, flashing light and flag hoists. Are familiar with the operation of radars, with principles of controlled approach and with operating procedures of Navy control towers and air operations offices.

Aviation Boatswain's Mate (AB) — Operate, maintain and repair aircraft catapults, arresting gear and barriers and handling machinery or equipment. Operate and maintain gasoline and oil transfer systems; handle aircraft on carriers and seaplane ramps, in seaplane anchorages and in hangars. Handle small boats and perform deck seamanship, fire fighting and crash detail duties.

Aviation Electrician's Mate (AE) — Perform line and shop maintenance to repair, adjust and install aircraft electrical equipment and aircraft instruments. Are familiar with all electrical equipment used in naval aviation, including accessories, gun turrets, bomb release systems, amplydine drive systems and light and power systems. Repair, calibrate and maintain aircraft instruments.

Aviation Structural Mechanic (AM) — Maintain and repair aircraft surfaces, structures and hydraulic systems. Align structural parts, such as wings, elevators, ailerons, rudders and fuselage structures. Prepare, paint or dope aircraft surfaces. Repair rudder, plastic, fabric and wooden structures used in aircraft.

Parachute Rigger (PR) — Service, maintain and repair aviation survival equipment and flight clothing. They are

DD Visits Folks Whose Savings Helped Build It

After more than five years, a destroyer with a war record has come back to the town where folks once saved up pennies and dimes to help build it.

USS *Ingraham* (DD 694) returned recently to Charleston, S. C., so the townsfolk could get a good look at what they bought during the war with war bonds and stamps. They were pleased and impressed with what they saw.

Ingraham, third in a line of fighting tin cans to bear that well-known Charleston name, joined the Pacific fast carrier striking forces soon after she was commissioned in 1944 and ran smack into the thick of the war.

After successfully weathering sweeps past Formosa and the Philippine Islands, anti-submarine duty in Surigao Strait, amphibious landings at Mindoro, Lingayen Gulf and Iwo Jima, *Ingraham* ran temporarily out of luck and was hit by a bullet-riddled kamikaze, the last of five suicide planes to go after her while she was on radar picket duty off Okinawa.

Although two ships close by were sunk, *Ingraham* survived the vicious

attack and limped back into port. All hands were subsequently awarded the Navy Unit Commendation for "outstanding heroism against Japanese aerial forces."

Charleston folks were rightly anxious to see this gallant destroyer toward which they had contributed their savings. A special war bond campaign to finance construction of the ship was conducted in Charleston when the second *Ingraham* (DD 444) sank following a collision in the fog while escorting an Atlantic convoy.

The first *Ingraham*, (DD 111), a World War I destroyer, was named for Captain Duncan Nathaniel Ingraham, a versatile officer of the days of the infant American Navy. Captain (then Commander) Ingraham was awarded a special medal by Congress in 1852 for his "gallant and judicious" action in freeing an American citizen held a prisoner on an Austrian brig near Italy during the Hungarian War for Independence.

All three *Ingrahams* were christened by descendants of Captain Ingraham.

skilled in the operation of sewing machines and in the procedures for maintaining as well as instructing in the use of parachutes, life rafts, life jackets, survival provisions oxygen breathing apparatus and air-sea rescue equipment.

Aerographer's Mate (AG) — Collect, record and analyze aerological data for military purposes. Make visual and instrumental weather observations, interpret weather codes and enter data on charts; forecast weather from observa-

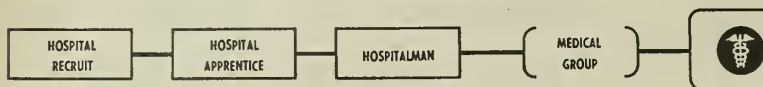
tions to furnish advice concerning probable changes in the weather.

Aviation Photographer's Mate (AF) — Install, operate and maintain standard types of cameras and accessories required for aerial oblique and vertical photography. Perform photographic laboratory functions required to process film, make prints, and assemble prints unto uncontrolled mosaic maps.

Tradesman (TD) — Operate, maintain, repair and install training devices;

teach personnel by means of lectures, movies and individual instruction, in addition to using devices to simulate the operational conditions to be learned by the students.

Aviation Storekeepers (AK) — Procure, receive, identify, check, stow, preserve and issue all types of naval aircraft and aeronautical equipment and accessories. Prepare and type all records pertaining to the procurement, stock control and issuance of such equipment.



Medical Group

Hospital Corpsman (HM) — Perform medical and clerical duties in the Hospital Corps such as nursing, first aid,

ward and operating room duties. Many corpsmen are technicians in specialized fields such as X-ray, clinical laboratory, pharmacy, epidemiology, sanitation, fever

therapy and embalming. Some higher ratings serve independently on small ships, treating all injuries and sickness exclusive of major surgery.



Dental Group

Dental Technician (DT) — Perform dental clinical and administrative duties, assisting dental officers in treatment of patients, preparing and carrying on den-

tal department administrative assignments, and giving oral prophylactic treatment under supervision. Many technicians are qualified in dental prosthetic technique, maintenance and re-

pair of dental equipment, dental x-ray technique, clinical laboratory procedures and various other dental technical specialties which contribute to the health and well being of naval personnel.



Steward Group

Steward (SD) — Serve as cooks and bakers for the officers' mess on ships and at shore stations. Are responsible for the

care of the officers' quarters. Prepare menus and assisting in ordering provisions; properly stow all food products and are responsible for the care of re-

frigerated spaces and provision issue room. Estimate quantities and kinds of foodstuffs in preparing for cruises under all conditions.

Information Listed About Veterans' Rights, Benefits

Civil Readjustment information of officers and others concerned with providing information for naval personnel returning to civil life may benefit by a new helpful directive.

BuPers Circ. Ltr. 208-49 (NDB, 15 Dec 1949) outlines the use and distribution of all current informational material concerning veterans' rights and benefits which has been prepared for civil readjustment officers. It also prescribes the printed material to be distributed to all separates.

The circular letter is of especial interest to district civil readjustment officers, civil readjustment officers at

activities separating personnel and civil readjustment officers at ships and stations.

All Officers Will Spend Two Years with Reserves

Naval officers — like officers in the other branches of the defense organization — will spend a two-year tour of duty with the Reserve, according to a SecDefense directive.

The innovation will make two years with the civilian components a normal chapter in almost every officer's career. In announcing the new move, Secretary of Defense Louis Johnson pointed out that our Reservists need the skilled guidance and supervision that only professional

military men can give. Even more important, in time of emergency, a Regular Navy officer must be fully familiar with the problems, state of training and psychological outlook of the Reservists.

The plan for ordering officers to a tour of duty with the civilian components was first recommended by the Civilian Components Policy Board of the Department of Defense. SecDefense's outline of principles regarding such assignment states that such tour of duty should not be the officer's last assignment before retirement. Officers selected for this duty should provide the most complete range of grades, military education, experience and training, the directive states.

Certain Officers Now Eligible For BS Degrees for Attending Naval Postgraduate School

Since receiving notice of accreditation of certain courses by the Engineers Council for Professional Development, the Naval Postgraduate School has been reviewing its records to uncover the names of officers who may have qualified for a bachelor of science degree through studies at the Annapolis, Md., institution.

Previously, a bachelor of science degree could not be awarded by the Naval Postgraduate School. Under terms of Public Law 303 of the 80th Congress and the accreditation approval by the engineering educational group, that degree may now be bestowed on certain qualified officers in the fields of Aeronautical Engineering, Electrical Engineering (including an option in Electronics), and Mechanical Engineering.

The accreditation, awarded last fall, means that:

- The Naval Postgraduate School may award a bachelor of science degree to officers attending the school who had not previously received any undergraduate degree due to war service or other reasons.

- A number of the former students thus become qualified as candidates for higher degrees at certain universities where they could not have qualified earlier because of lacking a bachelor's degree.

- Considerable prestige is gained for the school in engineering fields, since the accreditation is recognized by state boards for licensing professional engineers.

To qualify for the bachelor of science degree, the candidate must have successfully completed a minimum of 52 semester hours in undergraduate studies in the fields of Mathematics, Chemistry, Physics, Mechanics, English and the Humanities, Drawing and Descriptive Geometry.

Accreditation for the bachelor of science degree and authorization for its award are not retroactive but are applicable to students who were enrolled on or subsequent to 31 July 1947 (the date of passage of Public Law 303), and who attain an acceptable standard in the required courses of the curricula approved by the Engineers' Council for Profes-



"I thought the uniform was undress today."

sional Development. It will not be awarded to students holding a degree of master of science.

The Engineers' Council for Professional Development, representing eight different engineering societies or groups, is the single accrediting agency which acts for all its individual organizations.

Navy Plays Host to National Model Airplane Meet at Dallas

As host to the National Model Airplane Meet in July at NAS Dallas, Tex., the Navy has rigged up two unique competitive events that will test the skill of model makers to the utmost.

In one of the Navy-sponsored events, model planes will be catapulted from a simulated carrier deck. Contestants will be expected to guide their models after the launching and then land their craft on the carrier deck.

The other Navy-sponsored event calls for the radio-controlled planes to drop "bombs" on a small target.

Thousands of spectators and model enthusiasts are expected to flock to the naval air station for the meet, which begins on 25 July and ends on 30 July. The Navy will provide quarters and meals at cost for the contestants.

Last year's meet, with the Navy as host at NAS Olathe, Kan., drew 1,200 model makers from all parts of the United States, Alaska and Hawaii. The meet is a tremendous drawing card, and last year some 80,000 people watched the events.

Prizes are awarded the winners by aircraft manufacturers, model aircraft magazines, and the Navy.

Procedures Are Clarified For Permanent Transfer Of Hospitalized Officers

Officers requiring hospitalization can be permanently transferred from their ship or station only by orders from the Bureau of Naval Personnel, a directive points out in clarifying procedures for detachment of hospitalized commissioned and warrant officers.

While an officer can be ordered to a naval hospital for treatment by his CO, his permanent duty assignment will be with his original ship or station until he is detached by BuPers orders, states BuPers Circ. Ltr. 11-50 (NDB, 31 Jan 1950).

To enable the Bureau of Naval Personnel to determine the necessity of issuing detachment orders and the need of a replacement, COs were asked to submit information on form Pers 3-30, the Officer Hospitalization Report, since the data contained on orders issued to officers for hospitalization is insufficient. Among items necessary to report on this form are the probable duration of treatment, recommendation as to detachment from permanent duty, and recommendation on the necessity of a relief.

The hospitalization report is submitted under these circumstances:

- When it appears probable, or is definitely determined, that the officer will require hospitalization extending beyond one month.

- When the loss of the officer's services creates a positive or probable need for replacement.

- When prospective movements of the ship to which the officer is permanently attached indicate the vessel will leave the immediate area where the officer is hospitalized.

- Under any circumstances where the CO believes permanent detachment is advisable.

Two New Training Courses Now Available to Fleet

The following new Navy training courses have been published by BuPers and are available to the Fleet:

Aviation Electrician's Mate Handbook for Aircraft Electrical Systems—NavPers 10319

Aviation Electrician's Mate Handbook for Aircraft Engine Electrical Systems—NavPers 10320

Instructions Revised On Issuing TAD Orders To Enlisted Personnel

Instructions on issuing temporary additional duty orders to enlisted personnel have been revised by BuPers. In addition to naming a number of new commands authorized to issue TAD orders, frequently arising questions regarding travel and proceed time, methods of travel which may be used and the maximum length of TAD have been clarified.

Listed in BuPers Circ. Ltr. 4-50 (NDB, 15 Jan 1950) is a list of naval commanders authorized to issue TAD orders to enlisted naval personnel. The directive specifies that TAD orders must be signed by the commanders named, or in their absence, officers serving as "deputy," or "acting" who have the same authority.

BuPers points out that orders will involve only single round trip journeys. No orders will be issued to enlisted personnel involving repeated travel. An individual on TAD should complete such duty and return to his permanent station as expeditiously as possible. Travel time must be limited to actual time required to complete the duty, and must not exceed, in any case, the travel time authorized for rail travel (720 miles per day). No proceed time is author-



"What makes you think it's mine?"

ized in connection with temporary additional duty.

When TAD orders are issued to enlisted personnel by authorized commands, BuPers states that these commands have authority to direct the mode of travel and assign priorities when traveling by government aircraft, according to current transportation directives. Except for commands holding authority to issue Class One priority, priorities will be limited to Class Two, Three or Four. Priorities *lower* than Class Two will be issued whenever practicable.

Approval of the Chief of Naval Personnel must be obtained before orders may be issued in the following cases:

- When the duration of TAD away from permanent duty station will exceed 30 days. This time limit does not apply when enlisted personnel are ordered to temporary additional duty under instruction in accordance with BuPers and Fleet quotas and directives.

- When enlisted women are required to travel outside the United States on TAD.

- When enlisted personnel are required to proceed on TAD to attend conventions. Such orders require approval of the Secretary of the Navy. Attendance at meetings of organizations are generally classed as conventions.

When naval enlisted personnel are attached to Marine Corps activities, application for TAD orders should be made to the commandant of the naval district in which the Marine Corps activity is geographically located.

When Marine Corps personnel are attached to naval activities, requests

for TAD orders should be made to the appropriate Marine Corps Area Commander in which the naval activity is located.

Commanding officers of ships and stations are authorized to issue temporary additional duty orders to naval enlisted personnel *only* when no expense to the government is involved, such as attendance at athletic events.

BuPers has emphasized to all commands that issuance of TAD orders must be kept to a minimum to prevent unwarranted expenditures of government funds. Drastically reduced appropriations for travel expenses make it necessary that government transportation (including government air), quarters and messing be utilized to the fullest extent possible.

Men With Tattoos Wishing Now They Didn't Have 'em

In an informal survey taken among 152 transients at the Naval Receiving Station, Charleston, S. C., 67 enlisted personnel were found to have tattoos. Of these 67 tattooed men, 62 expressed the desire to have the tattoos removed.

BuMed points out that removal of tattoos is a painful process, requiring expensive and highly skilled surgery, with no guarantee of success. (Navy doctors are not required to perform surgery for removal of tattoos). The general opinion of many older Navy personnel who were tattooed early in their careers is that:

- Tattoos are generally degrading.

- Tattoos are embarrassing to the individual, his family, and his children.

- Tattoos serve no useful purpose.

- Cost of having tattoos removed by civilian doctors is generally beyond the means of the average sailor, and usually requires confinement and loss of work.

Says a former enlisted man (now a lieutenant) who went through having several tattoos removed from his arms: "Navy men have plenty to lose and nothing to gain by disfiguring their skin with tattoos."

Marines Withdraw from Guam; Leave Only Security Forces

Guam will be almost uninhabited by U. S. Marines as soon as 2,000 of them who were there at the beginning of the year are shipped back to California. The only ones remaining will be those of the security forces.

An infantry battalion and an air unit are involved in the transfer. The 3rd Infantry Battalion, 5th Regiment, will go back to its parent organization, the 1st Marine Division, at Camp Pendleton, Calif. Marine Fighter Squadron 218 will join the 1st Marine Aircraft Wing at El Toro, Calif.

In addition, the 5th Base Depot, Fleet Marine Forces, will leave Guam for Camp Barstow, Calif. This group has completed post war roll-up activities.

The move is being made for economy reasons.

Census Procedures Outlined; All Sailors and Marines Stand By to Be Counted

You're about to be counted. Everyone in the U. S. or attached thereto is to be tabulated as of 1 Apr 1950, and most sailors and Marines will be given a form to fill out and return before 15 April in connection with this business.

A SecNav Letter of 22 Dec 1949 (NDB, 30 Dec 1949) to all ships and stations points out the ways in which the Navy will assist in the 1950 census. Much of the directive concerns administrative matters to be conducted by COs and members of the U. S. Census Bureau. Items of interest to most members of the Navy and Marine Corps are presented here:

Part (a) of the letter concerns naval personnel in the continental limits of the U. S. and in Hawaii, Alaska, Puerto Rico, the Virgin Islands, the Panama Canal Zone, Guam and American Samoa. All military personnel living in barracks or BOQs in these areas will be required to fill out individual census report forms. These will be provided by COs, who in turn will have received them from representatives of the Census Bureau. Military personnel traveling under orders other than TAD orders on 1 Apr 1950 will be given the form as soon as they reach their new duty station.

The procedure will be different for personnel living with their dependents in quarters on the station. These, military and civilian alike, will be enumerated by regular census enumerators. Personnel living off stations will be enumerated by regular census enumerators also, at the place where they usually live.

COs of "restricted installations" will arrange for the complete enumeration of all personnel, including dependents, living on the installation. Enumeration will be done by means of individual census report forms provided by the local Census Bureau representative.

All personnel attached to shore activities at places not mentioned under Part (a) who are U. S. citizens will be required to fill out individual forms. For those who are on leave or absent on TAD orders, the CO will prepare as much of the form as practicable. Personnel attached to embassies and legations will be enumer-

Duty in Navy Complicated for Duty in Navy

For a man with a name like "Duty," duty in the Navy has its complications.

Witness one evening at the Atlantic Fleet Mine Force Headquarters, Charleston, N. C. It was 2200 on a slow watch, and outside the rain beat a sleep-inspiring rhythm on the roof.

The phone rang and the yeoman answered, "Flag secretary's office."

"Who is the duty driver?" asked a firm voice at the other end.

"Duty, sir," the yeoman replied.

Short pause, then: "Yes, that's it.

Who has the duty?"

Again the yeoman answered, "Duty, sir."

"Son," blasted the voice, "this is the skipper speaking. Knock off the funny business and tell me who is the duty driver."

The yeoman sat up straight in his chair. "Like I told you, sir, Duty has the duty. Seaman Herbert E. Duty, USN."

After a moment of crushed silence, the voice said, softly, "That's all right, son, I'll call a taxi."

And he did.

ated by the State Department Enumeration System.

If you're attached to a ship — even an MSTs ship — you'll also have to fill out a census form, unless you're on leave or TAD orders at the time. Your CO's office force will take care of getting the forms, and mailing them in after you have filled them out.

Persons who are passengers aboard vessels and aircraft on 1 Apr 1950 will be enumerated at their destination.

Enlisted Waves Now on Duty With Activities in 14th ND

Approximately 85 enlisted Waves are now on duty at activities of the 14th Naval District in Pearl Harbor, T. H.

The new group of enlisted women are the first to be permanently assigned to duty in Hawaii since August 1946, when the last Waves on duty there returned to the United States. The first Waves were assigned to Hawaii in 1944, and during the following two years more than 4,000 were assigned to duty at naval activities on Oahu.

Prior to the assignment of this group of Waves to Hawaii, only 12 enlisted women were serving outside of the continental U. S. — all of these being stationed at London, England.

Commander Bess A. Dunn, USN, former Assistant Director for Women's Division in the Bureau of Naval Personnel, has been assigned to the staff of Com 14 to assist in working out policy matters, housing and utilization of women personnel in the 14th Naval District.

42,000 Reservists Will Train This Year Afloat and Ashore

Eighteen scheduled cruises and more than 75 schools will provide training for some 42,000 Naval Reservists this year.

The cruises are slated for sailing from New Orleans at intervals varying from a week to a month, until 12 November. All the cruises will be aboard destroyers of DesRon 12. Members of the Organized Reserve in the Sixth, Eighth and Ninth Naval Districts may take these training cruises in a pay status. While members of the Volunteer Reserve in those districts are also eligible within authorized quotas, they will receive no pay for the period. Applications should be made to district commanders.

A sufficient number of ships to provide accommodation for 13,000 enlisted men and 850 officers are scheduled.

Twenty-two schools, offering 31 different courses are available to Naval Reserve officers this year, and 69 schools are offering 73 courses for enlisted men. Only members of the Organized Reserve are eligible to apply at present. Training periods will begin on the first and third Mondays in November.

Most of the instruction will take place in classrooms, but some, such as that of the fleet sonar schools at Key West, Fla., and San Diego, Calif., will be given aboard ship at sea.

Members of the Organized Reserve will receive full pay and allowances of active duty personnel while attending school.

Unified System of Military Police Operates Successfully

In Washington, D. C., and throughout the Potomac River Naval Command—and also in Honolulu and surrounding areas—there's something new and pretty effectual in operation these days. It's the unified system of military police, consisting of personnel from the Navy, Army and Air Force.

The Washington-area force, called the Armed Services Police Detachment, is something fresh out of the box as far as inhabitants of the region are concerned. It was just about due to hit the street for the first time when this was written. Actually, that organization was established on 31 Oct 1949, but slightly more than two months were spent in getting it in running order.

The Hawaiian Armed Services Patrol, known as HASP, has been on the job for something more than a year, now. Already, HASP officials

estimate that their joint organization has saved Uncle Sam almost \$100,000. The secret, of course, is in avoiding duplication. The greatest savings are made in the operation of equipment and vehicles. A reduction of 18 in automobiles alone was made.

Over a period of three months, prior to unification, shore patrol cars covered 69,326 miles and military police vehicles traveled 98,171 miles, for a total of 167,497 miles. HASP's total mileage was 112,504 miles for a similar length of time—a saving of almost 55,000 miles. This economy in mileage meant an estimated saving of 9,059 gallons of gasoline and 977 quarts of oil.

HASP headquarters are in the old naval station in downtown Honolulu. This at various times has been the Fourteenth Naval District Headquarters, Navy dependents' dispensary, Navy swap shop, a Hydro-

graphic Office, and Navy shore patrol headquarters.

Under the HASP set-up, the Navy pays for maintenance of the buildings and upkeep of the grounds. The Army supplies and pays for all office supplies. Food is furnished by the Navy, but eventually the Army reimburses the Navy for food which Army men consume. The Army and the Navy share evenly in furnishing vehicles, and each service does its own maintenance of cars and jeeps. When an addition to the HASP brig was desired, the Navy furnished the material and the Air Force did the construction work.

Headquarters of the Armed Services Police Detachment in the Washington area—in the Potomac River Naval Command—is Building 166 at the Naval Gun Factory in Washington. There, almost any day, a person can see machine-like platoons of sailors, soldiers, Marine and Air Force personnel drilling on the parade ground. Barking the crisp orders may be officers of any of the mentioned services, or of the Metropolitan Police Force or the Army's MP School—or even officials of a civilian military school. As the white-legged men whip through the complex maneuvers of close-order drill, they look as snappy as any outfit in uniform.

The detachment consists of six officers and 99 hand-picked enlisted persons, of whom more than 70 are trained patrolmen. For use by the group are 17 radio-equipped vehicles, a goodly supply of ordnance, medical equipment, 42 wrist watches, and repair facilities for the vehicles and radios.

Guiding qualifications for selecting personnel call for men at least 22 years of age. The present average at Washington is 24 years. They should be five feet, nine inches or more in height and should weigh at least 160 pounds. Education must be equivalent to that of a high school graduate and GCT score should be above average. Only persons of good character and morals are selected, and suitable military bearing and physical stamina for police duty is necessary.

Almost everyone in these two forces is a volunteer. To be assigned for such duty, personnel must be

WAY BACK WHEN

The Fateful Corvus

How Rome defeated Carthage in the struggle for control of the Mediterranean is an extraordinary story of sea power two and a half centuries before Christ.

At the height of the war was the battle of Ecnomus which some historians have described as "probably the greatest naval en-

gagement of antiquity." Seven or eight hundred ships were engaged, and after the Romans had sunk or captured nearly 100 vessels they came off with a resounding victory.

Carthage had come into the war the leading naval power. Its battleships consisted of the trireme, a galley with three banks of oars and the quinquereme, a much

larger galley with five banks of oars which could ram or shear the oars of any feeble vessel. The Romans, on the other hand, had no such power when the war began. But using a captured Carthaginian battleship as a model they built in a couple of months 100 quinqueremes and 30 triremes.

Despite the newly built fleet, however, the Romans still were handicapped because they had no skilled navigators and no experienced oarsmen. They provided part of the answer by getting help from their more experienced allies, the Greeks. But mainly it was the invention of new tactics that proved to be their solution.

Instead of relying upon ramming or breaking the oars of the adversary, which demanded more seamanship than they possessed, they decided to board the enemy. So they constructed a long drawbridge on their ships. This drawbridge was held up to the mast by a pulley, and with grappling hooks and spikes at the end. They also loaded their galleys with soldiers.

Then, as the Carthaginians rammed or swept alongside, the *corvus*, as it was called, was let down and the boarders swarmed aboard the enemy vessel.

Simple as this device was, it proved a complete success. It is credited with having changed the course of the war and, to some historians, perhaps even the fate of the world.



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available for at least 18 months' service. They must have two years of military service behind them or an equivalent period of police duty. All enlisted personnel reporting for duty are screened by the platoon leader in the service concerned and by the detachment CO.

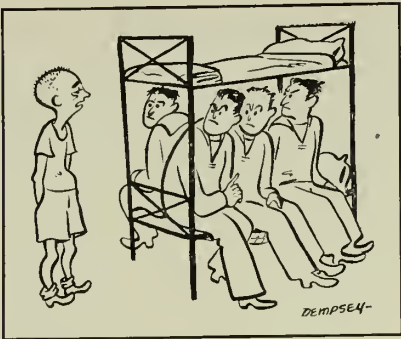
Each of the three services provides an enlisted woman to serve as clerk-typist at Armed Services Police Detachment headquarters. These people may be called upon also to assist at times when a female member of the Armed Services is involved in the detachment's performance of duty. The Army has women personnel on duty with HASP.

The nature of the tasks performed by these organizations requires some personnel to be on duty in the highways and byways at all times. Still, the hours aren't too rigorous, for considerable time off is allowed between sessions of patrol duty. Here's how the schedule goes for ASPD, through a period of one week plus 16 hours: Eight hours on, 16 off; eight on, 16 off; eight on, 24 off; eight on, 16 off; and eight on, 72 off. Part of the time off is spent in drilling, however, and in their spare time many of the men are studying law and practicing judo.

The biggest force is on duty between 1600 and 0400 each night, and the smallest from 0400 to 1200. Men are assigned at the rate of two to a vehicle, with no distinction whatever among the three services in arranging teams. Each vehicle is in instant contact with detachment headquarters by two-way radio. Headquarters is also in radio contact at all times with Washington's police headquarters and has direct telephone lines to Washington's Union Station and to the Greyhound Bus terminal.

While the Armed Services Police Detachment has jurisdiction throughout PRNC except aboard military installations, most of its work will be carried on in and near the city of Washington. Outlying activities such as the Naval Air Test Center at Patuxent River, Md., and the ordnance plant at Indian Head, Md., are responsible for police duties in their surrounding areas. Likewise, the activities of HASP concentrate in Honolulu.

Personnel on patrol wear the uniform of their respective branches of the service. Distinguishing brassards



"Would you gentlemen mind so terribly if I retired?"

of regulation size are worn by those in the Washington area. The bands of dark blue are inscribed with the words "Armed Services Police" in gold print, with the first two words above the word "police." Patrolmen of all three services wear special white leggings and belts while on duty. Vehicles operated by ASPD are marked with a triangular design of blue and gold upon the sides. ASPD vehicles themselves are painted black.

Unification and cooperation are the bywords throughout the organization of both groups. At the present, a Navy lieutenant commander is the CO of ASPD, with an AF captain as executive officer. Head enlisted person in the executive officer's office is an Air Force sergeant who has been in all three branches of the service. Manpower, vehicles, equipment and supplies are furnished in equal portions by the Navy, Army and Air Force.

In HASP, the CO is an Army lieutenant colonel. The executive officer is a Navy lieutenant commander. The Air Force furnishes an officer to act as administrative officer.

To get an idea of how these unified police forces work, let's look at the picture of success that HASP has presented in Hawaii.

When arrests of service personnel are made by city police, the men are questioned by city officials in the presence of HASP representatives. Every effort is made by city police to turn service men over to HASP which then sends them back to their ship or station. HASP receives reports from city police, makes up its own report, and sends the complete information to the CO of the man concerned. The CO is required to take appropriate action and notify HASP of the action taken. The only cases of

servicemen tried by local courts are traffic violations.

This practice allows the men to avoid being made AWOL through being held in jail. Also, man-hours are saved by having the man on the job until a survey of his case can be made. After investigation and recommendation by HASP, the man's CO takes appropriate action, taking into consideration the man's record, marks, and other appropriate information. This serves to give the serviceman a square deal and avoids burdening the Honolulu courts with additional cases.

Very few arrests of service personnel are made by civil police. When city police see a serviceman in trouble they call HASP policemen.

The primary purpose of HASP is to keep men out of trouble. Their practice of taking men into protective custody has done much in that direction. If a member of the Armed Forces is seen exhibiting irresponsible actions, he is returned to his base without any charges against him. Many of these men can now thank HASP patrolmen for the fact that their records are clear.

From the day HASP was organized, it operated as though the personnel always had been together. Personnel are doing their best to reconcile the differences between Army and Navy Regulations. This slight difficulty will be eliminated by the new Articles for Government of the Armed Services, which are now being prepared.

The two 100-man groups are going "great guns," and others are contemplated. Chicago, San Francisco, Los Angeles and New York will probably be next to organize unified Armed Services Police forces.

QUIZ ANSWERS

QUIZ AWEIGH is on page 7.

1. (b) F9F. This is one of the world's fastest shipboard fighters.
2. (c) Panther.
3. (c) Rocket launcher. Navy's Aerobee rests in launcher prior to firing in high altitude research tests.
4. (a) USS Norton Sound (AV 11) specially fitted for rocket experimentation.
5. (b) DDK.
6. (c) Hunter-killer destroyers developed as a result of the increased emphasis on anti-submarine warfare.

Naval Personnel Must File Income Tax Return by 15 March

For the first time since the war, most enlisted men and officers will have to file an income tax return this year.

Wartime regulations, which entirely relieved many enlisted men of the yearly worry of filing a tax return, and which exempted officers from paying tax on \$1,500 of active service pay, have now been cancelled.

On 1 Jan 1949, Navy bluejackets and officers began to pay back part of their wages to Uncle Sam — just as their civilian counterparts have had to do.

As a result, if you had a gross income of \$600 or more during the calendar year you must file a Federal income tax return. If you had a gross income of less than \$600, but had Federal income tax withheld from it, you should file a return so that the government can determine whether

you have paid in too much or too little during the year in "withholding taxes."

What's "withholding tax?" "Withholding" means simply "holding back" part of the money you earn for your day's work and putting it aside, not for a rainy day, but for your yearly income tax.

This portion of your pay check is withheld for you by your disbursing officer. When he pays you each pay day, he subtracts from what you ordinarily would get a certain amount which he "withholds" and socks away for you toward your tax payment for that year.

If you are single and have no dependents, your disbursing officer withheld somewhere between 0 and 15 per cent of each pay check during 1949. If you have dependents, on the other hand, he withheld correspondingly less. The amount with-

held, however, was a percentage of "taxable wages" only. For you, taxable wages means active service pay consisting mainly of your base pay plus longevity plus any special pay (such as sea pay or flight pay) which you earned.

For example, if you are a quartermaster second class with 10 years' service and a wife (no children), you drew \$176 basic pay (including longevity) per month as well as \$31.50 subsistence and \$67.50 quarters, if you were then entitled to subsistence and quarters allowances.

From each of your pay checks, the disbursing officer withheld \$5 (i.e. \$10 a month). Had you not had a dependent, he would have withheld \$9.15 for each check (\$18.30 a month). Your subsistence and quarters allowance is not taxable.

The \$5 that the disbursing officer withholds is then sent to the Bureau of Internal Revenue where a clerk credits it to your account. At the end of the year, the amount of this money that has gone into the books in your name is added up and the figure sent to you to guide you in making out your income tax return.

The money that is withheld should just about cover the tax on your Navy pay. If it doesn't quite cover it, you must pay the difference. If it more than covers it, the government will pay you the difference.

All this withholding tax that disbursing officers throughout the Fleet gather up makes quite a tidy sum. When the Navy got together half a year's withholding receipts for the first half of 1949, it added up to 15 million dollars in all (that's \$15,000,000 — enough for a good liberty!)

By the time you read this, you should have been given your withholding tax "statement" for 1949. This statement — which is called Form W-2 — is a white slip of paper the same size as your pay check. You will get two of these statements. One goes with your tax return; the other one is for you to keep.

By now, your disbursing officer has probably also given you a form on which to make out your tax return. This may be either "Form 1040A" or "Form 1040."

Form 1040A is known as the "short form" and may be used only

Two WOs Honored for Improving Fueling at Sea

Two chief boatswains, at the time serving in Navy tankers, have been awarded letters of commendation for developing improvements in the method of fueling at sea.

Chief Boatswain Matthew P. Hubert, USN, attached to USS *Elokom* (AO 55) received the award for improving on the fueling at sea rig, reducing fueling time. Chief Boatswain James M. Stewart, USN, of USS *Pawcatuck* (AO 108) worked out a new method of attaching the fuel oil hose into a destroyer's fuel trunk, cutting the time alongside from two hours to approximately 30 minutes.

The letter of commendation citation to Chief Boatswain Hubert reads: "For meritorious performance of duty while serving on board the United States Ship *Elokom* during September 1949. Chief Boatswain Hubert conceived an improvement in the fueling at sea rig which reduces rigging and unrigging time, and greatly simplifies the efforts required of the receiving ship. This method is especially adaptable for fueling vessels at sea in rough weather. Chief Boatswain Hubert's well considered idea has contributed greatly to the improvement in fueling ships at sea, and his performance of and devotion to

duty reflect credit upon the United States Naval Service."

The citation for the letter of commendation to Chief Boatswain Stewart reads: "For meritorious performance of duty while serving on board the United States Ship *Pawcatuck* during the fleet exercises in November 1948. Chief Boatswain Stewart conceived a new method of attaching a fuel oil hose which, when fueling destroyers at sea, facilitates the entry of the hose into the destroyer's fuel tank and reduces the time required to be alongside from about two hours to approximately thirty minutes. This concept has been progressive and well considered and its use has been a major change in the method of fueling destroyers at sea. Chief Boatswain Stewart's professional skill, performance and devotion to duty reflect credit upon the United States Naval Service."

Improvements in methods of fueling at sea have been made consistently by ex-enlisted personnel. Lieutenant Commander Ralph H. Elwood, who perfected the Elwood method of fueling at sea, recently retired from the Navy after 30 years service, much of which was as an enlisted man.

55

Washington, Pennsylvania Bonus Information Listed; Where to Get Applications

Here is the latest information on state bonuses:

- **Washington (state)** — Application forms may be requested by commanding officers from the District Civil Readjustment Officer, 13th Naval District, Seattle, Wash., for use by eligible personnel.

Personnel eligible for the Washington bonus include all members and former members of the armed forces who served on active duty between 7 Dec 1941 and 2 Sept 1945, both dates inclusive, and who at the time of entering service were residents of the State of Washington, and had maintained such residence for at least one year immediately prior to entering the service. They may still be in active service, or have been separated under conditions other than dishonorable. Payment is at the rate of \$10 for each month of domestic service, \$15 for each month of foreign service between the dates mentioned above.

Commanding officers should see that the application form is completed by entering in the appropriate spaces information available from the current service record and other official documents on hand. Items of information not substantiated by records available to the commanding officer should be supplied by the applicant's statement under oath, and this fact should be noted by the CO in his certification. As a general rule, BuPers does not furnish detailed in-

Association of Military Surgeons Open to Nurses

Navy nurses, like nurses holding commissions in any other branch of the Federal service, may become members of the Association of Military Surgeons.

Membership in the association entitles the nurse to receive the monthly magazine *The Military Surgeon*. Members may also take part in activities of the association and attend its annual convention and banquet.

The Association of Military Surgeons is the only medical organization representing nurses. Annual membership dues are \$5.00. Persons desiring additional information should get in touch with the Association of Military Surgeons, Armed Forces Institute of Pathology, Washington 25, D. C.

formation as to domestic and foreign sea service, as the time consumed in gathering this information tends to delay the processing of applications.

- **Pennsylvania**—Application forms for Pennsylvania State Bonus may be requested from the District Civil Readjustment Officer, 4th Naval District Philadelphia, Pa., by commanding officers for use by eligible personnel. Commanding officers should follow the procedure outlined above (for Washington State bonuses) in completing application forms of eligible personnel. These application forms can also be obtained from all veteran's organizations, American Red Cross, post offices and Pennsyl-

vania state employment offices. The Pennsylvania Bonus Compensation Board is established in Harrisburg, Pa., and is operating on the basis of first received, first served, in processing applications.

To be eligible for Pennsylvania's bonus, personnel must have had a legal residence in the state at the time of entry in the service. At least 60 days of active service must have been served between 7 Dec 1941 and 2 Sept 1945; in addition, if the applicant completed the minimum 60 days within the above dates, he may count additional service up to and including 2 Mar 1946. Payment is \$10 per month for domestic service, \$15 per month for overseas service. Maximum is \$500, and this amount can be paid to certain beneficiaries of deceased servicemen.

BuSandA Gets Pay Boost Out Fast to Retired Personnel

Within 20 days from the day the Navy's latest pay raise went into effect, retired Navy men could see the results in their pay checks.

In less than three weeks from the time the President signed the new pay law, the Bureau of Supplies and Accounts had turned to and processed no less than 42,000 retired and retainer pay accounts—quicker than you could say "Career Compensation Act."

As a result, 35,000 retired sailors and members of the Fleet Reserve received their boosts in retired and retainer pay almost before the ink on the Act had dried.

More information was needed, however, BuSandA said, on 8,000 additional retired pay accounts before checks for the new amount could be put in the mail. One group on which more information was needed was that one which includes Fleet Reservists who have previously been denied credit for advancement to the highest rating held because they had exactly 16 years' service or less at the time of their initial transfer to the Fleet Reserve.

It would help if Fleet Reservists in this category—who now are entitled to credit for the highest rating held—would notify the Bureau of Supplies and Accounts, Field Branch, Cleveland, Ohio, of this fact and thereby get their revised pay check sooner.

WHAT'S IN A NAME

Mooncurser

Long before the science of navigation became the exact art that it is today, conscienceless individuals along the south coast of England would take fiendish delight in enticing vessels ashore.

The trick was to tie a lantern to a horse's bridle and to hobble one leg. This caused the animal to stumble about and the bobbing lantern gave the impression of a vessel at sea. The practice was known as "jibber-the-kibber."

Since the trick obviously wouldn't work on nice moonlit nights, the wreckers were presumed to curse the moon and hence became known as mooncurser.



DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs, Navacts, and BuPers Circular Letters, not as a basis for action. Personnel interested in specific directives should consult Alnav, Navact and BuPers Circular Letter files for complete details before taking any action.

Alnavs apply to all Navy and Marine Corps commands; Navacts apply to all Navy commands; and BuPers Circular Letters apply to all ships and stations.

Alnavs

No. 1 (1950) — Modifies Alnav 98-49 (NDB, 15 Oct 1949) in regard to pay for nurses participating in aerial flights.

No. 2 — Announces meeting of selection boards to recommend officers for temporary promotion to rear admiral.

No. 3 — States personnel under orders to MATS ports of aerial embarkation must have a MATS priority designator endorsed on their orders in accordance with BuPers Circ. Ltr. 61-49 (NDB, 15 Apr 1949).

No. 4 — Designates the third Saturday in May (in 1950, May 20) as Armed Forces Day.

No. 5 — Authorizes flight pay only for those under orders to "duty involving flying." Navy pilots detached from "duty involving flying" and ordered to "duty" are not authorized to pilot aircraft or make record flights.

No. 6 — Presidential approval of a Marine Corps selection board's recommendations to the grade of major general.

No. 7 — Concerns proper display of colors as a mark of respect to Henry Horley Arnold, General of the Air Force.

No. 8 — Concerns selection board to recommend officers for promotion to commander.

No. 9 — Presidential approval given to recommendations by selection board of five Marine Corps officers to the temporary rank of brigadier general.

No. 10 — Calls for disbursing officers to check records of personnel receiving family allowances.

No. 11 — Concerns Presidential approval of board selection of officers for promotion to admiral grades.

BuPers Circular Letters

No. 215 — Contains information on new Navy training films with an en-

closure listing new motion pictures.

No. 216 — Simplifies instructions for assignment to duty giving enlisted personnel an opportunity to express their duty preferences upon reenlistment and cancels BuPers Circ. Ltr. 169-49.

No. 1 (1950) — Requests that commanding officers insure that entries on Personnel Diaries are in accordance with NavPers 15642.

No. 2 — Amends All-Navy sports program policy and rules for All-Navy football championship of 1950.

No. 3 — Advises that male personnel after separation from the Navy must register with local drafts boards in accordance with the Selective Service Act of 1945.

No. 4 — Lists commands authorized to issue TAD orders to enlisted naval personnel and cancels BuPers Circ. Ltr. 221-47 (AS&SL, July-December 1947).

No. 5 — Lists places of confinement for general court-martial prisoners and cancels BuPers Circ. Ltr. 1-49 (NDB, 15 Jan 1949).

No. 6 — Gives information for application for Washington State veterans' bonus.

No. 7 — Announces President's approval of officers recommended for promotion to the grade of lieutenant.

No. 8 — Outlines procedure in applying for enrollment in U. S. Naval School, Naval Intelligence.

No. 9 — Rotation of duty between aerological and general line assignments for postgraduate-trained aviators and general line officers.

No. 10 — Requirements for submission of Selective Service Home Address Report Card, Form NME-53.

No. 11 — Instructions regarding detachment of hospitalized officers.

No. 12 — New provisions for advancement in rating of enlisted personnel.

No. 13 — Announces service-wide competitive examinations for advancement to pay grades E-4, E-5 and E-6.

No. 14 — Defines policy regarding disposition of personnel awaiting final action on disability retirement proceedings.

No. 15 — Announces provisions of Pennsylvania state bonus.

No. 16 — Statement on limited prospects for retention of naval aviators on short-term contracts in the Regular Navy and Naval Reserve as career officers.

Sailors who like sea duty that's different should try an ice breaker if they ever have a chance. The Navy's two



ice breakers, *uss Burton Island* (AGB 1) and *uss Edisto* (AGB 2) have taken their crews to some odd and little-known places. At the same time, the ships themselves are in a strange small class by themselves.

* * *

While only 269 feet long—three-fourths the length of a DE—these vessels are as heavy as two to three mod-



ern destroyers. Their 10,000 shaft horsepower would propel an escort aircraft carrier and their draft is equal to that of a heavy cruiser. The beam of these ships is 64 feet—greater than the width of most of the Navy's cargo ships.

* * *

Burton Island and *Edisto* are of all-welded construction and are double plated. Although comfortable to live



aboard in ice fields where they are at home, they are hard riding in the open sea. A rounded, barrel-like hull without bilge keels—designed to avoid crushing in ice packs—permits heavy rolling in a moderate swell.

* * *

BOOKS: PHOTOGRAPHY BOOKS LEAD MARCH'S LIST

• *Say It With Your Camera*, by Jacob Deschin; Whittlesey House.

Here is just the thing for the person who takes pictures as a hobby. It won't tell him how to develop his film or how to print his pictures, but it certainly covers the ground thoroughly in all phases of still photography outside the darkroom.

The book is divided into three parts, and Part 1 starts out by asking, What's On Your Mind, Photographer? This is followed up by another question: How Much Knowledge Do You Need? After these two queries are answered — or at least discussed — Part I devotes a chapter pointing out that You're On Your Own.

Part 2 gets you into the heart of the matter. Some chapter headings in that portion of the book which effectively reveal the contents are: You Have to Like People, Have Something to Say, and What About Color? Part 3 begins with New Patterns For Learning, moves through Lessons at Exhibits and some other chapters, and ends up with Where To, Photographer?

Moving along in a breezy but businesslike manner, the volume is bound to hold the interest of anyone who has a yen for taking pictures. It has three

sections containing fine examples of what it's all about — namely, fine photographs. Interesting and educational.

• *Handbook of Basic Motion Picture Techniques*, by Emil E. Brodbeck; Whittlesey House.

Did you ever think you'd like to make some movies? Perhaps you've thought of taking back a motion picture account of life at the dockside at Naples. Maybe you're planning to film a few hours of the Childhood of Junior. If so, here is a book that will tell you how to do it. It isn't confined to strictly amateur stuff, either. If you absorb half the information it offers, you'll come close to being fitted for a job with the newsreel companies.

Handbook of Basic Motion Picture Techniques is more frankly technical than some how-to-do books. It gives you the facts and figures straight from the shoulder, without beating around the bush. But, like we say, if you want to learn how to make good movies, here's the book that will teach you.

Some topical titles in the book are: Camera Speed, Light Control, Editing, Using the Tripod, Screen Direction, Building Up or Creating Atmosphere, and Composition. Each of the chapters ends with a list of Rules to Remember.

• *The Hunter*, by Hugh Fosburgh; Charles Scribner's Sons.

Monk Taylor wasn't a woodsman born. He was acquainted with the comforts of life, he was well educated, and he was in love with Marge, who was also in love with him. Yet he was a slave to the mountains, to the beasts that roamed the forests and to the dogs whose baying echoed through the chasms as they followed the trails of the mountain lion.

One day there began a hunt that was different. Harry Frost and Jerry Work were there — Frost coarse and overbearing; Work young and eager — both well heeled with eastern funds. But the lions seemed to have disappeared, fresh troubles developed with every passing hour, and Monk Taylor found himself alone, unhorsed and injured, in a remote gulley. . . .

The Hunter is a red-blooded novel, lean and terse — full of action, but not without the romantic elements.

• *The Sea Eagles*, by John Jennings; Doubleday and Company, Inc.

It was late in the 1770s, and Joshua Barney was headed to America to help the Colonies in their struggle for independence. On his voyage he met Kenny Boyle, who was destined to be his partner in arms, although sometimes on a separate field of battle. And in Baltimore, Kenny Boyle met Joshua's sister.

This is a lively story of the infant American Navy during the Revolution — of privateering, of capture and imprisonment by the British, of escape, of refuge in foreign countries. And always there was the struggle for survival in a new young country to which a navy seemed laughable. Climaxing the tale is the great sea fight between *Bonhomme Richard* and the English warship *Serapis*.

This will be enjoyed by all readers who love a color-filled historical novel.

• *Slipstream: The Autobiography of an Air Craftsman*, by Eugene E. Wilson; Whittlesey House.

Slipstream, The Autobiography of an Air Craftsman is the personal history of an Annapolis graduate who has followed aviation for a long time, both in the Navy and in civilian life. In it we see the early soothsayers who were as eager as modern-day ones to cry that the Navy had been rendered obsolete by aircraft. We see the Navy's struggles to acquire planes of its own and the struggle of others to prevent it.

The reader is taken through the complications and consultations involved in designing the planes which were to be built. He is shown the conferences and work with private industry, the failures and successes, the bugs in production between World War I and World War II.

The author's experience has ranged from ground officer to pilot, from president of a large aircraft company to chairman of the Board of Governors of the Aeronautical Chamber of Commerce. The book is of especial interest to aviators and aviation enthusiasts.

BuPers chooses them, buys them and sends them to the Navy's libraries. They're yours to read for fun or fortune.



RED-BLOODED, lean and terse, here's the action-packed story of a man who lived only to hunt.



Gold Star Odyssey

PHILIPPINES: DECEMBER 1941

How the old Hog Islander USS GOLD STAR outwitted the Japs when war broke is told here by her skipper of those precarious times, Captain Joseph Lademan, United States Navy.



Editor's note — This month's feature supplement had its beginnings in an almost unnoticed letter to the editor of ALL HANDS which was tucked away in a corner of a previous issue. (See box reproduced at right.)

Where's Goldie Maru?

SIR: I am interested in what has happened to Goldie Maru [USS Gold Star (AG 12)]. I left her in Manila in January 1946 and haven't heard anything about her since.—G. C., RM3, USNR.

• USS Gold Star (AG 12) was transferred to the War Shipping Administration, Maritime Commission, for disposition in June 1946.—Ed.

While that was enough apparently to satisfy the radio-man, another person, a lieutenant on the oiler Chukawan, saw the announcement and promptly took pen in hand to notify us that Gold Star "deserves more than a stern dismissal in a little box at the bottom of the page. She was a grand old bucket of rust and rivets . . . and I am sure she came close to setting some sort of record for consecutive years spent outside continental U. S."

That was the lead. From then on, as the Navy's storytellers learned ALL HANDS was seeking anecdotes for an article on Gold Star, tales of her fabled career arrived in prodigious quantity from far-flung ships and stations. To some she was known as Goldie Maru, to others as Inchcliffe Castle (after a prominent magazine's fictional stories about a cargo ship of that name). From all she seems to have earned much fond affection.

From 3 Nov 1924 until 23 Feb 1946, more than 21 years, Gold Star was on Pacific duty, never returning to the U. S. during that period. At least for recent times, that could be some kind of a U. S. Navy record.

Until Pearl Harbor Day, she was station flagship for the military governor of Guam and the island's main supply link with the world. From Guam she carried copra,

the main export item, and occasionally as passengers the wives and children of servicemen on "health cruises" to Yokohama, Shanghai, and the various cargo stops of the Far East. In her holds she carried beef and butter, rice from Hongkong, coal from Miike (Japan), Philippine beer, Brahma cattle to perk up the Guam strains, cement, and food stuffs for Guam's local stores.

Among her crewmen, the old Hog Islander inspired considerable pride. "For years," wrote Captain J. H. Carrington, USN, who had been intimately connected with the problem, "it had been a habit of many Gold Star sailors to wear a little gold star attached to their ear lobes. The Governor of Guam highly disapproved of this and an attempt was made to stop the practice. It was stopped, except for a few who outsmarted the CO. They had stars tattooed on their ear lobes."

Five of her later crewmen served out the entire war on board her. Among them was John C. Dakin, EN1, USN, who noted upon reporting on board in 1941 that "as I remember, she had two colors—red lead and red rust. . . . Most of the ships in the Fleet used to brag they had a man from every state in the Union, but we could always go them one better. We had one from every ship in the Navy."

Although, according to William P. Knight, a former Gold Star water tender, "it seems Gold Star was always running in luck," her good fortune seems to have expired by the time of Pearl Harbor. She was at Malangas, Mindanao, taking on a load of coal. Adding to her troubles, the coal was green and became alarmingly hot in the holds.

It was a momentous, precarious undertaking, threading through the rapidly spreading net of Japanese warships. Gold Star's skipper at the time, Captain Joseph Lademan, USN, happens to be an expert narrator. Here's his tale of a remarkable journey.

ONCE the hectic opening days of the war were over, USS Gold Star came to occupy that station in life to which the good Lord and her designers called her. A humble Navy supply vessel, a "beef boat" in the language of the Fleet, she plodded the Pacific, safely convoyed, snug and humdrum, hauling munitions and materiel to her proud sisters of the U. S. armada. It was not always so. The war, surprising Gold Star in a remote and steaming Philippine cove, summoned her to a destiny both brief and improbable.

To be precise about it, the cove was Malangas harbor, Dumanquilla bay, on the south coast of Mindanao. The hour was 0300 there when planes with the red meat-ball on their wings descended on Pearl Harbor. At midnight we had finished stowing 2,000 tons of coal—green, inferior stuff from a primitive mine back in the jungle—

and coal dust still pervaded the air when Gold Star's hour struck.

At 0700 the venerable packet, known aptly and affectionately as the "Inchcliffe Castle" ("Goldie Maru" came later) put ineptly to war, into a no-man's sea. Japanese power was distributed, as it turned out, to the north, east and west of her; the bulk of our own Asiatic Fleet was dispersed in Dutch East Indies waters to the south. Under these lonely and perilous circumstances it became Gold Star's duty to steam slowly northward for three days toward Manila. Then, reversing course, she stole back through suspicious seas four days longer to Balikpapan, Borneo.

Gold Star, it must be confessed, was wholly unequal to the task of engaging any belligerent craft that dived, floated or flew. Yet, under Navy regulations, we were

required to fight any hostile sail, it being unthinkable that a United States man-of-war should strike colors. The voyage became, therefore, a sort of ghostly Odyssey wherein we strove to avoid action—a game of hide and seek through the archipelago, hugging dark shores to reduce visibility, threading poorly charted passages, dodging coral heads and reefs. Once at dusk we brushed an armed Japanese vessel in the Sulu sea. Again in darkness we steamed through the Celebes sea directly into the guns of skeptical Dutch destroyers. Up toward Manila *Gold Star's* ancient innards gave way, being hastily and a bit miraculously patched with baling wire and cement.

The point is that she pushed on. Too slow to run, too weak to fight, she nevertheless executed the first orders which the fortunes of war and a momentary forgetfulness at Manila brought her way. No ship was ever less suited to a martial task. She smelled of peace, not of war, with her open holds reeking faintly of oil and tobacco, soap and coffee. And, although we had a few bad months aboard her, as when, to give another instance, a four-engined bomber got her in his sights one afternoon in the Moro gulf, I don't think any of us, officers and men, were ever quite able to accept her warlike character. Even when lurching along under an alarming head of steam, lookouts posted, gun crews at the ready, the decks stripped, we still thought of her as she was known to Guam, the Philippines and the China coast, as a friendly old party shuffling through the Far East with a market basket on her arm. Which is perhaps why the log of her first wartime cruise is more significantly her record than that of the men who sweated it out with her.

She was definitely an institution in those waters. There was only one *Gold Star*. A Hog Island type from World War 1, she had been for 18 years the Navy's supply link with Guam. In that capacity, she ferried Navy personnel and civilians, hauled in rice and other foodstuffs for the 20,000 Chamorro natives, stocked the shelves of the merchants in the metropolis, Agana. She was, however, more than a mere "beef boat." The only vessel of any size (she has about 4,500 tons deadweight capacity) to call regularly at Apra, the harbor of Guam, she served the island from the Naval Governor to the town natives as a combination *Queen Mary* and cruise ship.

I do not know when the habit of calling her the *Inchcliffe Castle* originated. It was long before the previous July when, as a lieutenant commander, I came out from Pearl Harbor to serve my "beef boat" duty in command of her. The name obviously derived from a fancied resemblance to Guy Gilpatric's disreputable tramp, so well known to *Saturday Evening Post* readers, plus the crew's undoubted fondness for the bibulous rascalities of Colin Glencannon. Invariably the chief engineer was addressed in the ward room as "Musta Glencannon" and, when more speed was wanted, he was bidden from the bridge to "pour in a little Duggan's Dew."

In overall appearance, there existed ground for the comparison although *Gold Star*, unlike the fabulous "*Inchcliffe*," wore battleship gray. The similarity was heightened on closer inspection by *Gold Star's* single stack and single screw, reciprocating engine, three Scotch boilers and total lack of modern electrical fire control or interior communication devices.

2

Our passengers' quarters had room for forty. On this occasion they held only two, these being Chamorro nurses, who had come out with us to escort an insane native to

Manila for institutional care. I gave thanks for the small passenger list when, at 0300 on the "day that will live in infamy," the communications officer, panting forward from the radio shack, awakened me with a message announcing that the Jap had committed some unspecified act of hostility. Outside, the night was black as the inside of your pocket, the village of Malangas, a scattering of Moro huts, lying silent under its palms. It being stifling, most of the crew were asleep on deck. I was sleeping under a large-bladed fan that revolved lazily in the overhead, one of the accessories that made life tolerable aboard the "*Inchcliffe*."

The message, as received on board, contained no hint of Pearl Harbor, nor, indeed, that the Jap had attacked us anywhere. While war had been expected for weeks in the Asiatic Fleet, and by none more than Admiral Thomas C. Hart, its commander-in-chief, it had been generally supposed that the Jap would first strike at Siam or Malaya, or both, and although none doubted that the Philippines would catch it sooner or later I assumed for the moment that our cove lay outside the war's immediate orbit. At that hour nothing was to be done except darken ship. We had worked her into this berth, a tight squeeze without a tug, by daylight and it would have been unwise to move her out in darkness.

Before dawn I was on the bridge preparing the old tender for a world at war. My first thought was to shift across Dumanquilas bay to an anchorage giving concealment from the air and chance enemy vessels passing outside but before we could cast off lines orders came to put back to Manila. The first shipboard reaction was an alerted good humor. At Guam we faced quarterly inspection, a scrutiny ranging from truck to keel, and the crew had been mildly griping about that forthcoming ordeal. In any case, Manila was preferable to Agana; and Manila Bay, as we thought, would afford better protection to shipping in wartime than undefended Apra.

3

As we began stripping ship for action, Chief Boat-swain's Mate Cochrane, a ruddy seaman of many hitches upon whose thickset shoulders rested the immediate responsibility for keeping us shipshape, remarked that the war was giving us at least one break. There would be no quarterly inspection at Manila. As I look back, the business of clearing the decks had serio-comic aspects. We were putting the amiable old "*Inchcliffe*" into shape to fight actions which, if they came, she was bound to lose. Yet down came the awnings and the strong-backs that held them. On either side of the boat deck stood rows of room ventilators, six feet high, that looked like a picket fence. These were ripped out and thrown overboard to reduce splinter hazard.

Our normal armament consisted of two 50-calibre machine guns mounted on the flying bridge. Against river pirates they would have come in handy; no one ever had thought to train them for men-of-war. I had another pair of 50-calibres, below in the armory, brought to the poop deck and set up behind waist-high barricades made of sandbags. For a cooling system, water was piped from the barber shop to the guns and the top of that shop and the radio shack became our air lookout stations.

About 0800, when we were under way, the war came alarmingly near. A dispatch announced that the Jap had attacked Davao, 125 miles east of us, only a half hour by air, with a force of bombers. The news promptly jolted

Gold Star Odyssey

us out of any lingering complacency. In that sense, Davao was our Pearl Harbor. The crew went to general quarters, those not required for the machine guns manning the rail with rifles—Springfields 1903. Held at a 45-degree angle, pointed outboard, the rifles constituted a secondary battery strikingly reminiscent of the days of John Paul Jones.

A huge, tattooed boatswain's mate, a survivor of the *Panay* incident up the Yantze in the prewar years, knowingly observed that, armed only with rifles and machine guns, we had at least two strikes on us. I agreed. It was, however, a question of making the best of what we had, it being advisable, as I thought, to meet the enemy with all available weapons in hand. The nurses had been ordered into uniform and stationed in the sick bay. Thus stripped and manned for action, "*Inchcliffe*" put to war.

I had to assume that the enemy knew our whereabouts. A submarine lying outside of Dumanquilas bay would have found us easy prey as we emerged. Hence, I shaped a course as close as possible to outlying reefs with charts none too reliable. I reasoned that if these narrow passages were uncomfortable for us, they would be more so for a submarine. Outside, in the Gulf of Moro, we called on "Glencannon" for his best. We had a normal speed of nine knots, nine and a half when "scared." By ignoring certain safety instructions, Hood managed to coax ten knots out of his engine.

At this point we experienced an optical illusion. Yesterday the flights of pelicans and other tropical birds abounding in these waters had been merely the flights of birds. Today they strikingly resembled, to our excessively wary eyes, formations of airplanes. The lookouts were especially impressed with the likeness, repeatedly alerting all hands with cries of planes sighted. In early afternoon, however, came a sight unmistakably real—a four-motored aircraft flying high and leisurely off the starboard beam. Again we went to general quarters, machine guns trained on the target, riflemen lining the rails, pieces at the ready. Considering that we were about 600 miles from Manila, it seemed unlikely that the plane was friendly, and on the bridge it was at once assumed that the big intruder belonged to the enemy outfit that had bombed Davao. That inference seemed to be borne out when the pilot turned up ahead of us and came in on what was patently a bombing run that would carry him directly over the "*Inchcliffe*."

I had a feeling of naked helplessness, aggravated after I had given the steersman orders for hard right rudder just as the presumed enemy reached an approximate bomb release point. The resulting swing of the jackstaff at the bow, by which we gauge whether the rudder is taking effect, was so slow as to be barely perceptible. It was clear that evasive action, like speed and fire power, were very definitely not open to us. We all awaited the release of the bomb, eyes strained on the approaching airplane, trigger fingers alert, but just before the stranger came within range he was identified as a Flying Fortress. When he dipped in salute, we gave him a spontaneous cheer.

The first afternoon wore away as slowly as the waters of the gulf through which we plodded. At sunset we entered Basilan straits, leading out into the Sulu sea, and soon Zamboanga lay peacefully to starboard. Here was an ideal lurking place for submarines. An old song of the Philippines, entitled "We Won't Go Back to Subic Any

More," calls the roll of the island ports, fitting descriptive remarks to each. Concerning Zamboanga it related that there "the monkeys have no tails, they were bitten off by whales." As we clanked past I wondered if we might encounter amphibians of a deadlier sort as we turned into the Sulu sea. Up to now we had been proceeding generally south and west. Henceforward, our course would be northward toward Manila.

4

Daybreak in belligerent waters always brings an absorbing half hour to those on deck. The surrounding sea is scanned with intense concentration for signs of the enemy. So it is on a man-of-war, able to give as well as take. You may imagine with what greater anxiety we searched the horizon. This second morning of our voyage unveiled only the tip of Negros looming ahead. All that day we bore north along the east coast of Cebu. Our next hazard was San Bernardino strait, midway of the archipelago, the historic passage into the islands from the east. Dawn of the tenth found us clinging to the eastern shore of the island of Masbate, peering toward the strait with even more than the usual dawn expectancy of first light. I had considered it almost certain that the Jap, having hit Davao, 350 miles to the southward, two days before, would by now be patrolling San Bernardino.

To our relief he wasn't there. That day, as we worked our way through clusters of islands northwesterly toward Manila, the broadcasts from the capital became coherent. It was plain from their tone and content that things were critical in Manila and getting worse. We knew the Jap had not bypassed the Philippines. Up to now the \$64 question had been, "will we make it to Manila without interception?" Now, with that prospect brightening by the hour, a bigger question interposed itself, "having arrived there, will we ever get out?"

At nightfall, with Corregidor only 100 miles ahead, Lieutenant Commander Theodore (Ted) Schultz, the executive officer, spoke for all hands when he quoted the adage, "out of the frying pan, into the fire." Soon thereafter we were, however, spared the necessity of running into Manila. The wireless brought us orders to halt, turn about and head for Balikpapan. It was long afterward before I learned what had happened. *Gold Star*, attached to the Naval Command at Guam, came under the direct control of the Commander-in-Chief, Asiatic Fleet, only periodically but for the six months preceding, Admiral Hart had given her movements and whereabouts his personal attention. On the afternoon of the day war came he had personally deferred our immediate departure for Guam. Yet, during our passage north we had been lost sight of at fleet headquarters and it was not until the evening of the 10th that the admiral himself asked about our disposition and issued the new orders.

Having, by good luck, avoided the enemy on our 600-mile run north, we had now to retrace our steps. The dangers which had been left safely behind were again placed squarely ahead and in the three days elapsing since the first blow the Jap conceivably had been able to tighten his cordon around the archipelago. No sooner had we reversed course than a new crisis confronted us. The familiar, rhythmic pulsing of the "*Inchcliffe*'s" main engine, occurring 77 times a minute, had been a steady, if unnoticed, reassurance. The sudden cessation of that beat therefore gave us an instant alarm. Almost before "Glencannon" could describe his engineering casualty to

the bridge, by voice tube, we were coasting to a stop. We had been a clay pigeon; were we now to be a sitting duck?

A valve chest on a line to the condenser had cracked in several places. Unless repaired, we could not run. We had no spare aboard. The outlook was dark as the tropical night but not for long. "Glencannon" and his resourceful ratings accomplished the incredible, strapping the defective part with baling wire, enclosing it in a block of quick-drying cement. Although it spouted like a fountain, the engine soon was thudding again at 77 times to the minute and we promptly hauled off to the south.

5

That evening we thanked our stars we had elected the middle route. When well out of sight of land a lookout picked up four bare sticks, resembling the masts of four destroyers in line, hull down. The sticks were etched dramatically against the lingering streak of red in the western sky. "This," said Chief Boatswain's Mate Cochran, "is it." The crew again went to battle stations. With the "*Inchcliffe's*" large hold spaces below the waterline, the fire hazard of her extensive wooden construction and her almost total lack of water-tight compartmentation, she could have been quickly sunk by a few well-placed 5-inch shells.

Although a closer view disclosed a single stack amid the masts and we thereupon identified the vessel as a large Jap transport type, our problems were eased only slightly. She also would, we reckoned, be carrying 5-inch guns. She would, moreover, be fast and once seen, we could be swiftly overhauled. "What a swell target," mused Schultz, "if we only had a gun!" Luckily the transport, which was headed north, didn't see us and we plodded unobtrusively into the gathering darkness. Had we taken the outside course for Sibutu we would have encountered the Jap an hour earlier and in daylight.

Dawn of the twelfth found us entering the Sultan of Sulu's island domain. Passing thatched villages close aboard, their inhabitants came running to the water's edge, obviously startled to note a seagoing vessel easing by their front yards. The likelihood of meeting Jap men-of-war in these confined waters was slight and we gladly accepted navigational risks in exchange for the Sultan's screening islands: In late afternoon we had to surrender our cover, venturing into the untested reaches of the Celebes sea. With some reluctance, we poked our bow around the last of the islands which had shielded us to seaward. This produced a slowly unfolding panoramic effect, disclosing an ever wider expanse of open water. All was clear up to the last obscured sector, but as we stood finally exposed we found ourselves under the guns of two cruisers. Formidable ships they were, too, standing directly toward us at high speed, their batteries trained on the hapless "*Inchcliffe*." We were soon able, however, to recognize them for our own cruisers *Houston* and *Boise*.

A formal exchange of signals occurred and the "*Inchcliffe*," her five days of fumbling alone through the Philippines at an end, heaved, I could swear, a sigh of relief. We shuffled on south, gratified at the knowledge that this sea contained some combatant associates, but our troubles were not yet over.

So far we had escaped the difficulty of establishing identity at night but now that we were in the comparative security of the Celebes, with friendly craft ahead and astern, that problem was to beset us. From the earliest recorded days this has been a ticklish business. When

ships suddenly confront each other in the dark, with outlines blurred and ranges short, there is little time for the preliminaries of identification and the advantage lies overwhelmingly with the one that first opens fire. Passwords, signals, codes and other devices have been developed down through the ages—not always with success, I now recalled.

Darkness on the fourteenth found us entering the Straits of Macassar. At that moment a challenging light flashed to starboard, bringing us face to face with the ancient dilemma. The silhouettes of two lowlying destroyers could be barely made out. Obviously not American, we suspected them to be Dutch, feared they were Japanese. A failure to respond to a night challenge will deepen the suspicions of the challenging party, the wrong answer confirms them. Without the proper code, the situation was approximately "damned if you do, damned if you don't," and the thought of reaching waters secure from the enemy only to be bopped by a salvo from a friend because of inability to identify ourselves put a kind of a frustrated finale to the voyage.

The destroyers had us, you may be sure, in their sights. For all we knew their commanders might suffer from itching fingers. We swiftly turned to with the searchlight, earnestly proclaiming our innocent intentions. The signals plus what the Dutchmen might have been able to see of our peaceful outlines turned the trick.

We fetched up at Balikpapan in a late afternoon seven days since the Jap's evil deeds had routed us out of Dumanquilas bay. Once anchored, we readily dropped the front line role of a combatant and resumed our familiar rear area job of supplier and purveyor. Again a logistical unit of the United States Navy, we quickly broke out fresh beef and other provisions to the fighting members of the Asiatic Fleet there assembled. Continuing to Australia, "*Inchcliffe's*" cargo was usefully employed and she herself was put back into supply duty.

Although she is no longer with the Navy, it may be that the spirit of the "*Inchcliffe*," a sentient vessel if ever I saw one, must surely watch over her Far Eastern haunts where she fetched food and supplies, and, following peaceful pursuits, generally served the island of Guam with characteristic good will.

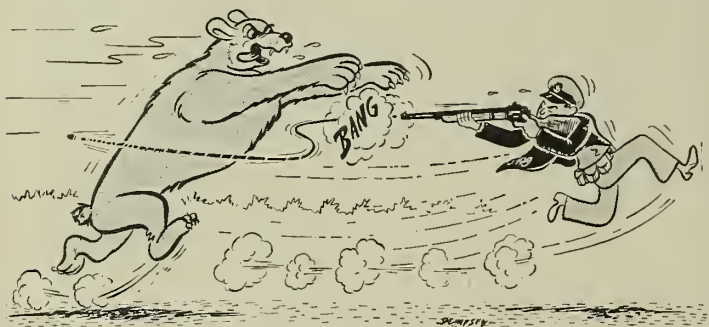


TAFFRAIL TALK

NOTED in the news: A year ago ALL HANDS (February 1949, p. 38) had a story on the administrative proclivities of a "one-man force" chief yeoman.

The item pointed out that Joseph T. Swatski, YNC, USN, was the only Navy enlisted man (at that time) at the Armed Forces Information School, Carlisle, Pa., being assigned there to "lend a knowledge of Navy administrative details." At the time he was, we suppose, fully eligible for the title of "one-man force."

It now appears that that magniloquent title may be somewhat overdrawn. We find that on a recent deer-and-bear hunting trip,



Swatski as reported in the station newspaper (1) got himself lost in the mountains for around 36 hours, (2) when found, confused his fellow hunters so much they couldn't find their car, (3) took three potshots at a squirrel and missed, and (4) in 11 years of hunting has never bagged a deer or bear.

We propose that henceforth, to eliminate confusion as to any other meaning, that Swatski be called "one-man desk force." That pins it down.

★ ★ ★

With a name like DeFelippis, a man can expect to find his relatives without much trouble. Not so in Rutigliano, Italy. Michael A. DeFelippis, SO2, USN, left his vessel *USS Wallace L. Lind* (DD 703) and wandered through the town for hours asking questions.

The catch is that a thousand out of the town's 15,000 population are named DeFelippis. To the astonished sonarman, the proportion seemed more like two thirds.

★ ★ ★

A hint at what has held the North Sea Mine Force Association (the World War I organization) together these many years was contained in a meeting announcement. After noting the time and place, it specified: "Uniform: A Smile."

★ ★ ★

Officers attending the Naval War College in Newport, R. I., now know how wars are solved by mathematics. As a mathematician pointed out to them, "the expected gain from an operation is the sum of the products got by multiplying the net gains of every plausible outcome by the probability that this outcome will occur."

The All Hands Staff

ALL HANDS

THE BUPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget on 29 April 1949, this magazine is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

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The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issues.

The Bureau should also be advised if the full number of copies is not received regularly.

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REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB" used as a reference, indicate the official Navy Department Bulletin.

• AT RIGHT: Enlisted men chip worn paint from the forward stack of *USS General J. C. Breckinridge* (AP 176) while the big transport was docked at NSC Oakland during one of her shuttle runs to Pacific areas. →

CHIPSHAPE

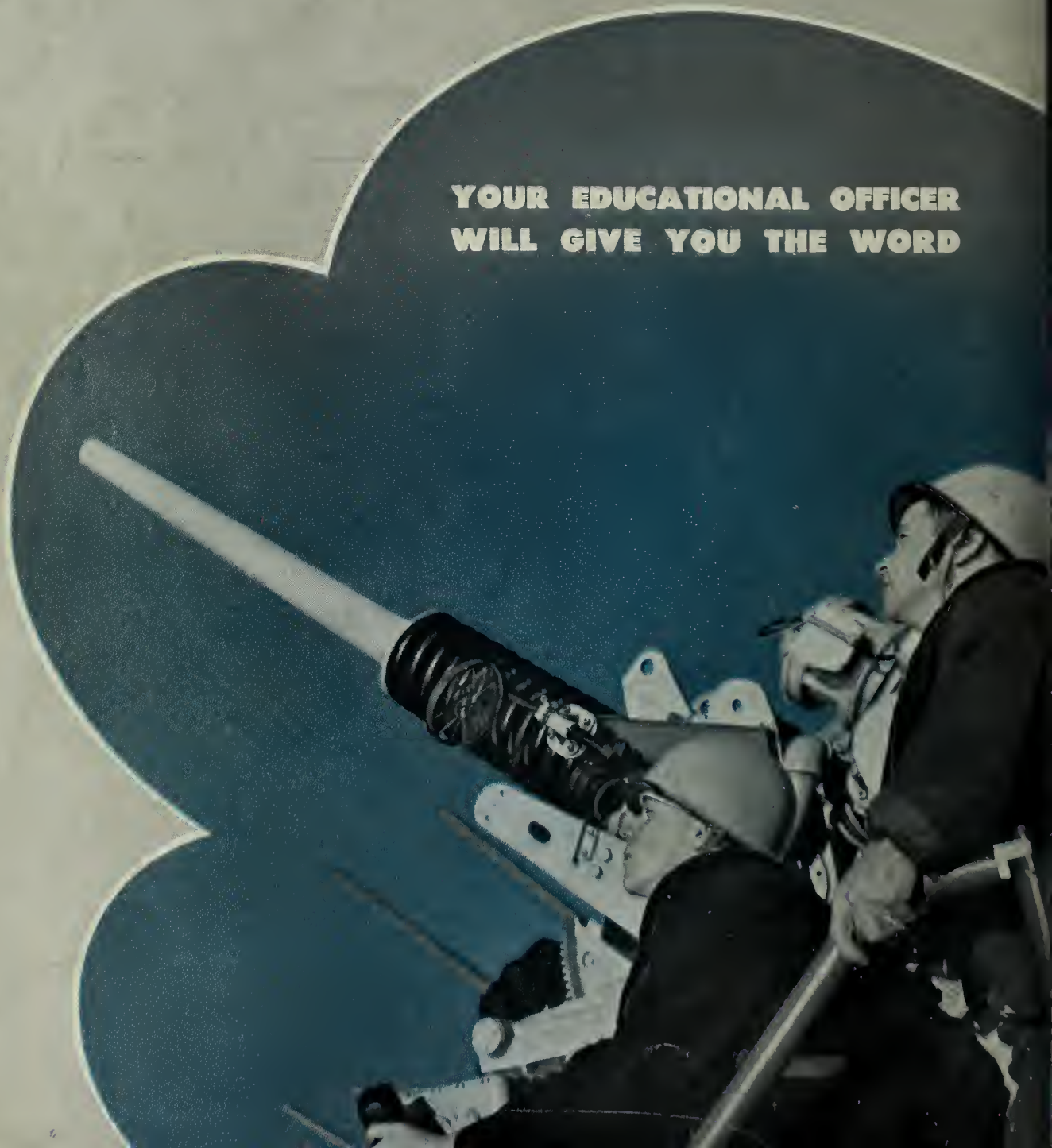


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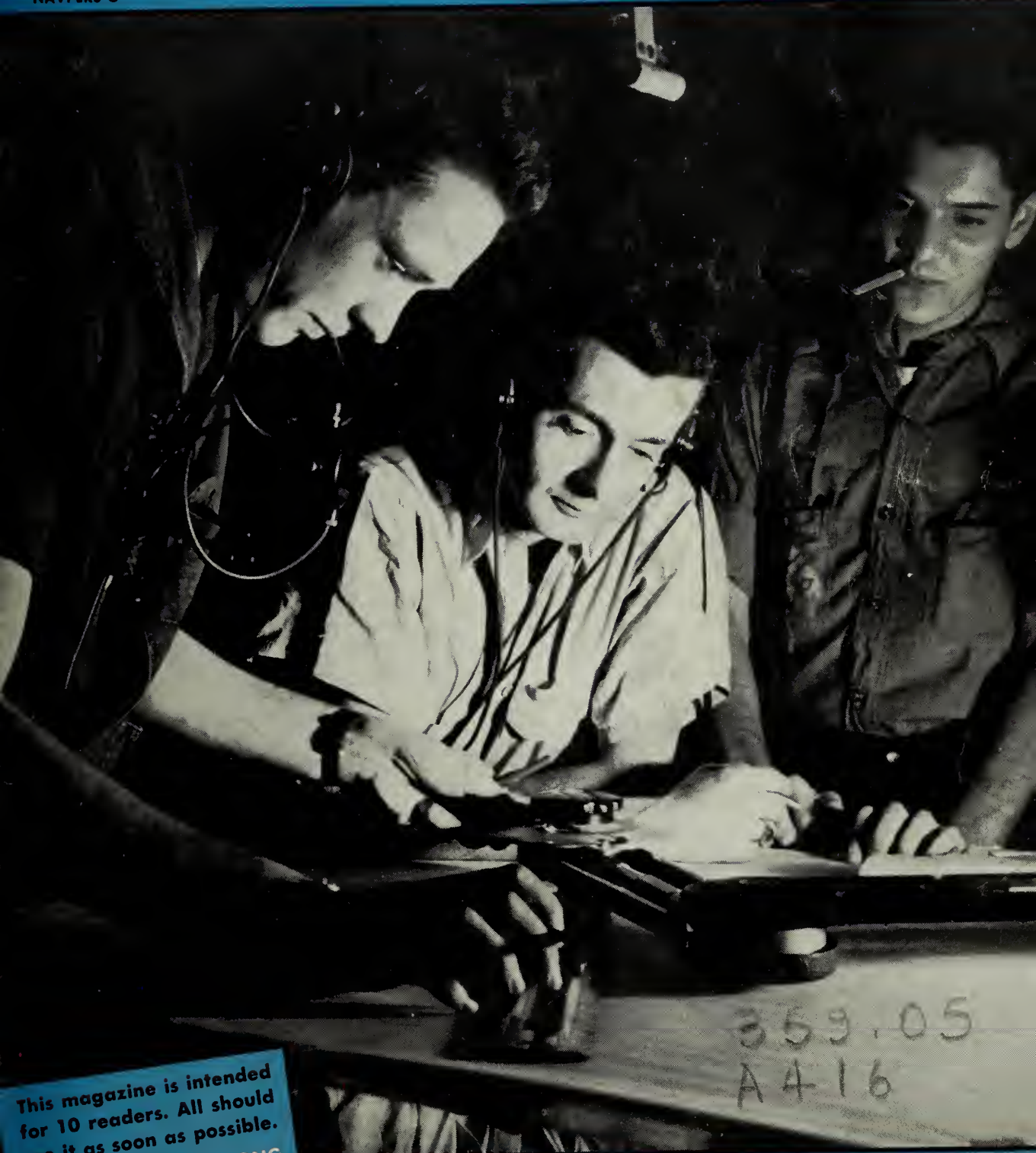
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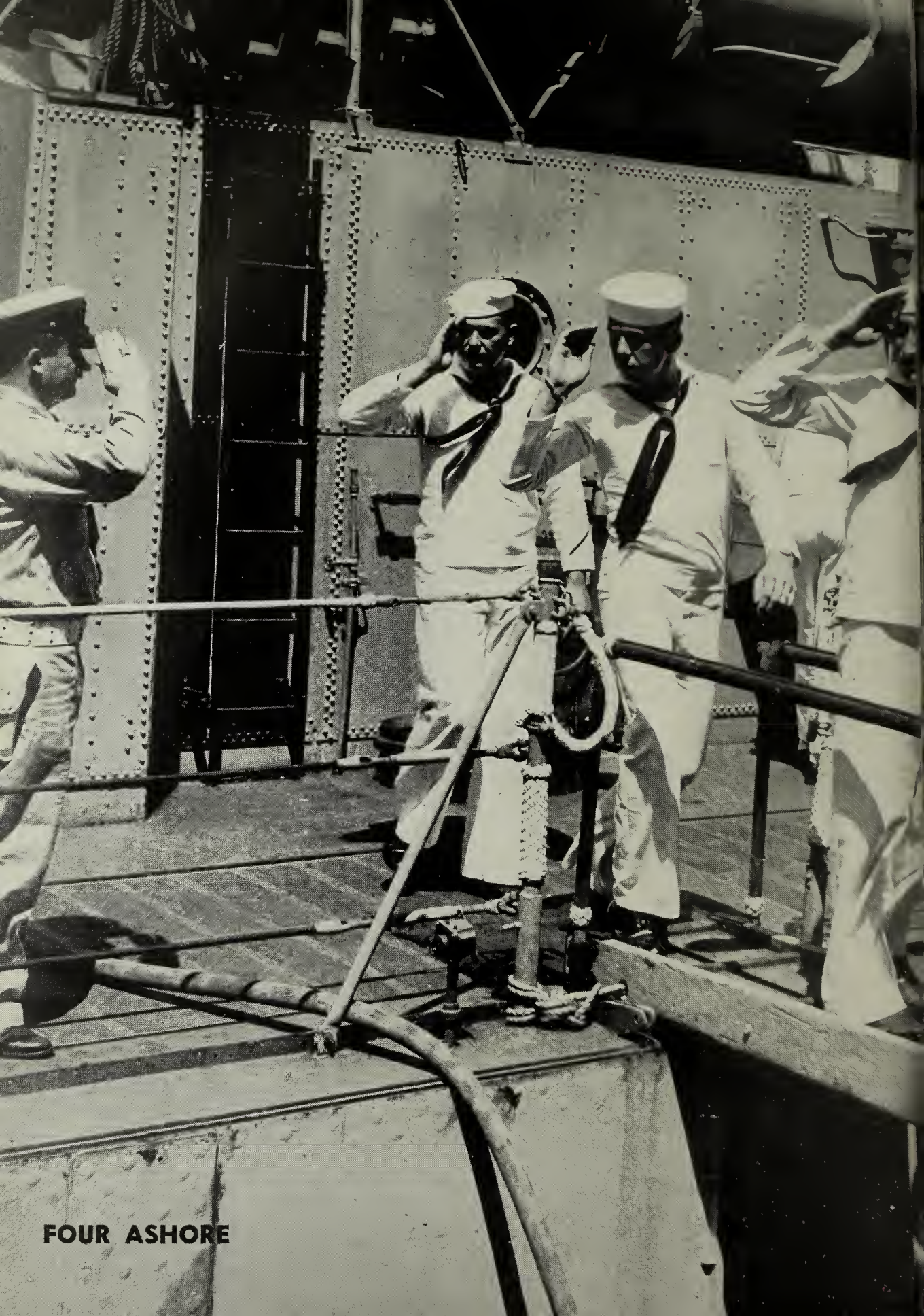
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APRIL 1950



FOUR ASHORE



ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

APRIL 1950

Navpers-O

NUMBER 398

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The Chief of Naval Personnel

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TABLE OF CONTENTS

	Page
Learning Arctic Warfare	2
The Word	6
Panama's Fascinating Liberty Ports	8
Headed for Hawaiian Duty	13
Research Trends Are Crystal Clear	14
Doctors to the Navy's Engines	16
Dungaree Duty	20
Navy Recreation Roundup	22
Servicescope: <i>News of Other Services</i>	26
Letters to the Editor	28
Today's Navy	32
Bulletin Board	42
How You Stand on SDEL	42
Evaluation Sheet for CPOs and POIs	46
Free Copies of Ships' Histories	48
Legislative Roundup	52
Directives in Brief	53
Second in Series on Pay Bill	54
Books: Narrative Leads List	58
Book Supplement: <i>Protector at Sea</i>	59
Taffrail Talk	64

• FRONT COVER: Submarine contacts are plotted on the dead reckoning tracer at the Naval Amphibious Base, Little Creek, Va., during training prior to the joint armed forces operation in the Caribbean. Pictured are W. H. Wantuck (left), RD3, usn; Lt. J. L. Wolf, usn, and an unidentified man.

• AT LEFT: Navymen salute smartly as they step ashore from the destroyer *uss Hyman* (DD 732) for liberty at Cristobal, Canal Zone. See pp. 8-12.

CREDITS: All photos published in ALL HANDS are official Department of Defense photos unless otherwise designated: p. 23, top, *San Diego Journal*; back cover, Navy Recruiting Service.



Learning Arctic Warfare

WHAT is the first and only beach-head won on North American soil by an enemy of the United States during the past 100 years?

The chances are that your answer to this question — like those of nine out of 10 persons — will be wrong.

It was just eight years ago that the Japanese made a successful landing in the sub-Arctic area of the Aleutians, some months after Pearl Harbor.

Before this American soil was won back the United States had to learn a great deal about cold weather warfare.

World War II made the United States Arctic-conscious. Since the end of the war the defense establishment of this country has developed training programs aimed at instructing personnel on the art of survival in the

polar regions, and in the Arctic and Antarctic.

As one segment of this overall training program, Seabees and CEC officers of the Naval Reserve are participating this year in OPERATION SNOWSHOE, a series of abbreviated courses under simulated Arctic conditions.

OPERATION SNOWSHOE is designed to acquaint Organized Reservists with the scope and problems of national defense in an area where nature can play the deciding role between victory and defeat.

A few miles from the continental divide, on the snow-blanketed slopes of the Rockies, at an altitude nearly two miles above sea level, Seabee Reservists donned snowshoes and skis, accompanied "weasels" on cross-country treks, established overnight

bivouac areas in subzero temperatures, and learned how to keep themselves warm in snow caves.

A total of 650 enlisted men and officers of the "part-time Navy's" *can do* component, coming from points as widely separated as Chicago, New Orleans, Southern California and the Pacific Northwest, assembled together to take part in the Organized Reserve Arctic Training maneuvers under the sponsorship and logistic support of the Fifth Army.

Provided with cadremen instructors from the 14th Regimental Combat Team, the Reservists took their annual training instruction during January, February and March, at the Army's Camp Carson and Camp Hale in Colorado.

As a substitute Arctic region,

Camp Hale is ideally situated in a valley high up in the Rockies, where the snow reaches a depth of four feet, and the temperature a corresponding depth of 40 degrees below zero.

In this area are some of the highest mountain peaks in the United States, including Mt. Elbert, the second highest, and Mt. Harvard, ranked fifth.

This year the Seabees and officers of the Civil Engineer Corps Reserve had a comparatively mild time, with the temperature hitting a mere 20 degrees below zero at Camp Hale, and snow barely over two feet deep. Some Reservists bound for OPERATION SNOWSHOE were held up for several days, being snowbound at Donner's Pass.

Designed as a course in military activities under conditions of snow, wind and sub-freezing temperatures, the instruction began at Camp Carson, at the mid-way altitude point of 5,000 feet.

Many of the Naval Reserve trainees had their first acquaintance with skis on a straw training ground devised by the Army instructors.

Even when Camp Carson has insufficient snow, instruction continues with "dry skiing" on straw. For the beginner this has certain advantages, in that ski instruction can be carried on in slow motion.

After a brief indoctrination on snowshoes and skis, which included basic pointers on "how to fall" and lecture sessions on the general use of Arctic equipment, the Seabees and CEC Reservists moved up to the actual winter training area at Camp Hale.

Transferred to the "Arctic" in a matter of hours, the Reservists found themselves learning how to survive as Rocky Mountain Eskimos.

From the first day, when they made an extended "bear paw snowshoe" march in deep snow, to the last day when they awoke in lean-to outdoor shelters in a freezing bivouac area, the Seabees crammed their heads full of the survival training gathered over several decades by explorers, hunters, scientists and inhabitants of the polar regions.

Scientific research in the polar regions is one of the specialties of the Navy's Civil Engineer Corps. It was a member of the CEC who first reached the North Pole. After many attempts, by himself and other men of numerous nationalities, Rear Ad-



LEAN-TO makes an excellent shelter in wooded areas. Heat of the fire is reflected from the sloping wall and keeps occupants reasonably warm.

miral Robert E. Peary, CEC, USN, achieved the goal on 6 April 1909 which had eluded men for centuries.

The CEC Reservists and Seabees at OPERATION SNOWSHOE were kept busy learning the intricacies of the one-step, two-step, side-step, the herringbone, pole riding, plow turns and straight downhill running on varied terrain.

They became acquainted with such

new terms as *ski joring*, *bush-whacking*, *mohair climbers* and *wanigans*.

They learned to load and lash the sled toboggan, and the packboard. They studied mountain weather and snow characteristics, including avalanches. Also: first aid in snow regions, emergency evacuations, how to improvise sleds, and mountain cooking in the extreme cold.

What the well-dressed Arctic man



CADREMEN, Seabees and CEC officer Reservists head for Camp Hale for intensive training in the specialized techniques of cold weather warfare.



CROSS-COUNTRY skiing at high altitudes and low temperatures is no joke. For men preparing against arctic aggression it is an essential skill.

will wear — a subject of study by military fashion designers for several years — was illustrated in a model show put on by the 650 Reservists and their Army cadremen.

From the mohair climbers on the bottom of his skis to the goggles he wears in order to keep his eyes from getting sunburned, the military man living in the Arctic exercises as great care in correct dressing as a young debutante on her first date. (The mohair climbers, by the way, are used on skis because their bristles provide a non-skid grip on the snow for up-hill travel.)

Here's a list of the special clothing that goes on the well-dressed Arctic man, as modeled by the Seabee trainees: "long handles" (special heavy winter underwear), field trousers, pile jackets, parkas, nine-pound mountain boots, trigger-finger mittens, plus the ever-important goggles.

His equipment also includes mountain skis, a ruck sack, sleeping bag, an axe and holder, snow shoes, a duffle bag, canteen, mess kit, and rations.

All told, when carrying all the clothes and equipment issued to him, he tips the scales at about 100 pounds

more than his normal weight. Fortunately he doesn't have to carry all of this under normal circumstances.

But even with the scientific care that goes into cold weather dress design, providing materials of the lightest weight with the greatest amount



EXPERT cadreman, adjusting Seabee's ruck sack, gives him and his buddy the cold weather word.

of protection, his clothes still make him a good 30 pounds heavier.

At Camp Hale the Seabee Reservists lived in winterized tents, but on the march they tested several different types of living quarters, including the lean-to, the snow cave and the wanigan.

The five-man lean-to may be used in a wooded area. It consists of a sloping ceiling of branches reaching from the ground to a height of approximately five feet. A fire may be built in front of the lean-to, with the heat reflected inside by a log wall built behind the fire.

A snow cave is merely a hole dug into the snow. The Reservists learned to construct one quickly, using their snow shoes as shovels, and constructing breakers to protect them from the wind.

The wanigan is a type of shelter first used in the Arctic after the end of World War II. It was included in the various types of equipment tested by the Navy's Bureau of Yards and Docks during OPERATION SNOWSHOE. An oblong shelter, 10 by 24 feet, a "knockdown" wanigan can be moved on sleds or runners. As a permanent structure it can be used as an office, shop, mess hall or sleeping quarters. Made of wood and tarpaulin, it will accommodate eight men.

The Reserve training course also included observation and use of other special equipment furnished by BuDocks for operation under Arctic conditions, such as snow compaction devices and snow melters for making drinking water.

While an abbreviated course lasting two weeks can serve to furnish only the beginnings of an indoctrination in Arctic living, the Reservists were able to pack in a great deal of information as a result of their "on the job" training.

Here, for example, are a few of the "do's and don't's" to follow if you want to grow old and happy while making the North Pole your headquarters.

- *Don't* grow a beard. It's a liability. Moisture from your breath, collecting on the beard will convert it into a veritable ice mask, making thawing of frostbite on the face difficult.

- *Do* shave before going to bed, rather than in the morning, to avoid unnecessary chapping.

- *Don't* overdress. Too many

ALL HANDS

clothes cause excessive perspiration which condenses to form hoarfrost within the layers of your clothing. This will melt in the warmth of a camp fire, then freeze, increasing danger of frostbite.

- *Do* wear clothing that fits loosely, but it must be air tight. The best type of cold weather clothing is soft spongy material that holds a considerable amount of air, acting as an insulator and retarding the transfer of heat from the body.

- *Don't* let your hands or face come in contact with cold metal. The skin will freeze instantly to the metal. If you do find yourself in this predicament, don't pull away, or you'll part with your skin. The contact point should be warmed by the best available means. Use urine, if necessary.

- *Do* change your socks daily and keep your clothes clean. In the Arctic not only is cleanliness next to godliness, but it may also mean the difference between life and death. Dirt and oil from the body fills up the tiny air cells in underwear and clothing, thus reducing their insulating quality.

- *Do* make faces and grimace from time to time, to test whether you are becoming a victim of frostbite. Frostbite does not cause pain at first, but you can be forewarned if the skin becomes stiff and numb.

- *Don't* rub frostbite. This breaks skin tissue causing an open wound, and in subzero temperatures wounds heal very slowly. Never apply snow or ice, which only increase the freezing. At the same time don't use hot water or excessive heat, which will cause too rapid thawing, increasing pain and damaging skin tissues. Best bet is to thaw the frozen parts with warm hands, or place them next to warm skin.

- *Don't* sleep with your feet away from the fire. Sleep with your head farthest from the heat. If your head gets cold it will wake you up. But your feet don't have sense enough to know when they are freezing.

With pointers like this, the Reserve trainees discovered that life in cold weather areas can be safe, healthy, and liveable. Organization and group discipline, they learned, pays extra dividends in Arctic operations.

The first class of Reservists to participate in OPERATION SNOWSHOE had an opportunity to put their group organization and discipline to a stringent test.

The Seabees came through with



KNOWLEDGE of how to fall can mean the difference between a little snow in the face and a broken leg. In subzero weather, the latter can be fatal.

flying colors, winning not only the commendation of the Fifth Army, but from local newspapers and the Chamber of Commerce at nearby Colorado Springs. However, it was a violent interruption in the form of a forest fire, not an "Arctic" disaster, which won them such high praise.

During the first days of training at Camp Carson, a roaring fire, whipped on by a 90-mile-an-hour wind, over-

ran a large section of the country. The heavy wind currents and the constant change in their directions made it difficult to control the spreading fire, which threatened not only the Army facilities but nearby resorts.

The Army and Navy personnel worked all day and night to control the fire, which ultimately cost the lives of eight soldiers. Using bulldozers, the Seabee Reservists combined their efforts with Army personnel and cut through roads when bridges were burned out, battled the blaze, established patrols to search for missing persons, and kept an all night watch to keep the fire from recurring.

Although most of the CEC officers and Reserve Seabees came from different sections of the country, and barely had time to begin their training, they fought the fire as organized companies in an excellent manner.

With the fire under control and the commendations part of their record, they went on to chalk up a high mark in fighting cold weather conditions with the same kind of group spirit.

There were no casualties among the Seabees and CEC Reservists on their first simulated Arctic training operations, except for a few cases of nose burn from the Rocky Mountain sun, and a couple of cases of heat exhaustion among the Colorado fire-fighters!



WAXING skis is a complex art. Wax must be changed as different snow conditions are encountered.

THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

• **CAREER TRAINING** — Line officers are being impressed with the value toward their careers of going through the Armed Forces Information School, Carlisle, Pa.

This course in applied public relations is meant not only for full-time Public Information officers and officers who will be assigned collateral duty in PubInfo billets aboard ship or ashore but also for officers not returning to PIO billets. Completion of the Carlisle course, it is emphasized, does not mean assignment to PubInfo billets.

Several openings for officers at the school remain to be filled for the class beginning 3 May 1950.

For an outline of the operation of the Carlisle school, see *ALL HANDS*,

January 1950, p. 20-22. For detailed information for submitting applications, see BuPers Circ. Ltr. 120-49 (NDB, 31 July 1949).

• **DESIGNATION CHANGE** — "Task Fleet," a postwar term that has become familiar throughout the Navy, is no longer a correct designation.

In accordance with a Chief of Naval Operations directive, the word "Task" is to be omitted in referring to the various fleets. Instead of "First Task Fleet," the correct term now is "First Fleet." This pertains as well to the other fleets — Second Fleet, Sixth Fleet and Seventh Fleet.

The word "Task" was dropped because it was considered to be of no useful purpose.

• **SCHOOL MOVES** — The U. S. Naval School, Naval Justice is in the process of being moved from Port Hueneme, Calif., to Newport, R. I.

The last class finished at Port Hueneme February 17. The first class begins at the East Coast location sometime in May. The average class at the school runs to 100 officers and enlisted personnel and lasts seven weeks.

Established in 1946, the school of justice provides intensive instruction in the fundamental principles of naval disciplinary and court-martial systems, and the practical application of these principles to the specific problems arising within every command.

Officers who complete the justice course are qualified to prepare a case for trial and to serve on a court-martial, as well as to administer everyday naval justice.

Enlisted graduates of the school are qualified to prepare papers and documents used in courts-martial, to serve as instructors and as court reporters.

Bluejackets' Blood Pays for Big Party for Orphans

Forty bluejackets enjoyed that warm feeling that goes with doing a generous deed when they entertained 24 orphans at an afternoon-long party at the Navy Supply Corps School, Bayonne, N. J.

The whole thing started several months ago. Men at the Laundrymen's School at Bayonne spotted an appeal for blood donors in a local newspaper. One of the hospitals in the area urgently needed them. The idea caught on with the men who voted unanimously to donate blood.

Paid at the rate of five dollars a pint, the men further decided to pool their profits in a contribution to some charity. But someone suggested that a personal donation was desirable, and from that came the notion of a party for the boys and girls of St. Michael's Orphanage.

The men, on their own time, organized and detailed work parties to clear the decks for the celebration. On the specified day the children, after a hearty welcome aboard, were taken to a hall for an hour-long showing of movie cartoons. Next came a sightseeing tour of the Bayonne Naval Supply Depot and the

ships of the Atlantic Reserve Fleet, the latter of particular interest to the junior grade boots.

Climax of the day's activities was of course the party itself, with games, prizes, gifts for all the chil-

dren. Naturally there were candy and cake and gallons of ice cream.

Was everybody happy? Take a look at the picture of the "kids," in uniform and otherwise, who participated.



HAPPY children from St. Michael's Orphanage enjoy the party paid for by blood donations of men attending Laundrymen's School at Bayonne.

Navy Strength 401,900; MarCor Totals 80,100

Navy strength fell off during January to a total of 401,900, a decrease of 13,700 from the previous month's total of 415,600.

During January, new recruits totaled 1,328, immediate reenlistments 4,096 and other reenlistments 1,069.

Marine Corps strength at the end of January stood at 80,100, down 1,100 from the previous month's total of 81,200.

The Marine Corps accepted 1,117 new recruits while an estimated 920 marines reenlisted during the month.

• CORRESPONDENCE COURSES

— Enrollment in Navy correspondence courses increased from 24,713 on 1 Oct to 38,310 on 31 Dec 1949, according to figures released by the Chief of Naval Personnel for the second quarter of fiscal 1950.

Largest administering activity was the Naval Correspondence Course Center, Brooklyn, N. Y., where 33,721 officers and men were enrolled at the end of the period. Activity showing greatest increase on percentage basis was the Bureau of Medicine and Surgery, Washington, whose enrollment rose from 279 to 913 in three months.

A breakdown by services shows USNR officers far in the lead with 26,313 enrolled at the end of the quarter. Seven hundred enlisted men swelled the Reserve total. Regular Navy officers and enlisted totaled 10,409, with Coast Guard Regulars and Reserves contributing 618, and Marines 193. A total of 51 Army and Air Force personnel also participated in the program.

• CARGO HANDLING —

Two classes, each class six months in length, will convene this year at the Naval School, Cargo Handling, Naval Supply Center, Oakland, Calif.; the dates are 17 Apr 1950 and 9 Oct 1950.

Although the school is organized primarily for Supply Corps officers, a limited number of line and other staff corps officers whose duties involve cargo handling will be admitted.

Ensigns through lieutenant commanders may apply. Applications for the October class should be submitted via official channels to reach the Chief of Naval Personnel (Attn: Pers 422) by 15 Aug 1950.

• **SCHOLARSHIP** — A four-year, full-tuition scholarship to one of the top-notch engineering colleges in the nation has been offered to the son of an officer, warrant officer, petty officer or non-commissioned officer of the Navy or Marine Corps.

The student selected — whose Navy or Marine father may be on active duty, retired or deceased — will be awarded free tuition (up to \$600 a year) at Rensselaer Polytechnic Institute, Troy, N. Y.

Application forms may be secured from the Dependents Welfare Branch, Bureau of Naval Personnel, Washington 25, D. C. To be considered, the application must be completed and returned to the Bureau on or before 20 June 1950.

Candidates for the scholarship will be considered on: high school scholarship, class standing, leadership qualities and participation in extra-curricular activities.

Only an exceptional student will be considered. The successful candidate will have to maintain an average grade of 85 at RPI in order to keep his scholarship.

The student chosen will enter RPI in September's class, according to BuPers Circ. Ltr. 21-50 (NDB, 15 Feb 1950).

• **SHIPPING AUTOS** — Naval personnel upon permanent change of station who ship their automobiles overseas to their new duty station do not have to pay a \$10 service charge.

The lifting of this service fee is the result of new BuSanda regulations regarding the shipment of autos belonging to service personnel.

A privately owned auto may be shipped overseas in a government ship and at Navy expense if shipping space is available and if the owner is a third class petty officer or above and is being assigned to a permanent change of duty overseas.

Formerly a charge of \$10 was made for handling, loading and stowing private cars. Although personnel no longer must pay the \$10, however, they must pay any charges for crating their car for safe shipment and for getting their car to dockside to be loaded.

Automobiles are not considered "household effects." It was erroneously stated that they were in an answer to a Letter to the Editor of ALL HANDS (February 1950, p. 27).

QUIZ AWEIGH

The oldest salt and the youngest seaman recruit *should* find something of interest in this month's quiz. (That's not saying he will.)



1. This sailor is (a) splicing 9-inch line (b) repairing a bumper (c) making a fender.
2. The ominous looking tool in his hand is (a) awl (b) fid (c) marlin-spike.



3. If the anchor and stars on this flag were red, it would be the flag of (a) a line admiral (b) Assistant Secretary of the Navy (c) Assistant Secretary of the Navy far Air.
4. If the markings were blue, it would be the flag of (a) a staff admiral (b) Assistant Secretary of the Navy (c) Assistant Secretary of the Navy far Air.



5. This is an aerial view of the mighty USS Franklin D. Roosevelt (CVB 42). How many of these heavy carriers are now in commission? (a) five (b) four (c) three.
6. Approximately how many aircraft do these carriers have in their complement? (a) 137 (b) 111 (c) 162.

ANSWERS TO QUIZ ON PAGE 53

Panama's Fascinating Liberty Ports

SOONER or later in the life of almost every sailor who stays in the Navy very long, there comes a special time of high adventure — his first trip through the Panama Canal. For the old-timer, too, there is always something new to be seen at the "Crossroads of the World."

The outer doorway to the Panama Canal, if one approaches from the Atlantic, is the Cristobal breakwater. Let's pretend that it's a forenoon in the dry season, and your ship is arriving in Panama on a cruise to the west coast. . . .

If you will look off to port now before your ship passes the end of the peninsula on which Cristobal and Colon are built, you'll see Coco Solo. The Navy has an air station there, as you may have heard. The Navy used to have a submarine base there, too, but doesn't any more. The body of water bordering Coco Solo is called Manzanillo Bay, incidentally. Near Coco Solo — so near that you won't be able to tell where one ends and the other begins — is an Army air base called France Field.

If you make an about face and take a sight over the starboard quarter of your ship, you should be able to spot the red roofs of Fort Sherman. That's another Army post, located on

the "up-the-coast" side of Limon Bay.

But if you're like most people — sailors and tourists alike — your eyes will by now be directed on the peninsula called Manzanillo Island. This is the teeming blob of land on which are squeezed Old Cristobal, New Cristobal, and Colon. After scanning the jumble of tile roofs, tin roofs, palm trees and sun-splashed walls, you will no doubt pick out some details of the cities. First-off, you may sight Washington Hotel right out on the nearest corner of the "island." Washington Hotel is one of Colon's outstanding buildings. They have an outdoor salt-water swimming pool on the hotel's grounds that's worth a visit any hot afternoon.

Before you get half through looking, your ship will probably be tying up to the pier, and the dock sheds will have your view closed in a little. Your ship might have anchored out in the bay instead, or it might have cruised on into the canal as many do. But you are glad that you'll get a better look at Cristobal-Colon before moving on. And even now, although your view is restricted, you note strange new sights and sounds. A frigate bird hangs motionless in mid-air where the trade wind whisks up over the dock shed. On the pier a

Jamaican negro shouts to a friend in odd-sounding English.

Walking up from the pier as you go ashore, you will be on Terminal Street, which extends up the spit of land to which the piers are attached. You will go past the fine big buildings of the steamship lines and the post office and the commissary in Cristobal. Before you know it you'll be entering the southern end of Front Street.

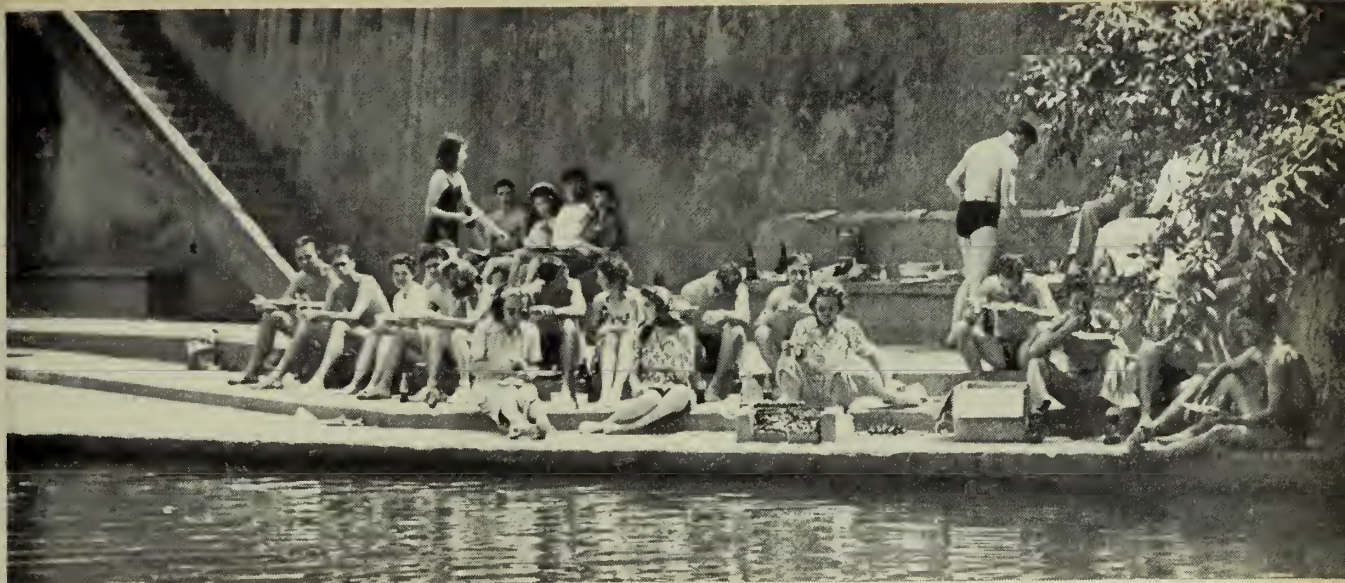
Front Street is the place for those who love curios and souvenirs and enjoy shopping for them. For several blocks one shop adjoins another with hardly a break, each with an oriental merchant in the doorway pleading for customers. Extended second stories offer shade from the sun, and the mosaic sidewalk is strange and seamy underfoot.

Although merchandise is tagged for price in most cases and placards on the walls proclaim "One Price," a little haggling is expected — and is usually profitable. In fact the *original* price quoted by the salesman may be less than that shown on the tag.

There are silks to be had, fine perfumes, carvings of ivory, ebony and jade. You will see heavily carved tables and chests of camphor-wood and teak. Incense burners are for



BOOMING breakers and wind swept palms form backdrop for men on liberty at Devil's Beach near Panama City.



sale, constructed of oriental bronze. Wallets, handbags and suitcases of alligator skin can be purchased, as well as pictures made of butterfly wings. You may come away with a bracelet of beaten silver or a ring of marvelous design — or with nothing at all. A bazaar on Front Street in Colon is well worth visiting, whether you buy anything or not.

Retrace your steps to where you first entered Front Street, and you will be within a block or so of the YMCA. There you may want to have a coke and rest your feet while writing a couple of postcards. The lady at the desk will tell you about points of interest and let you know about any special tours or activities scheduled while your ship is in.

Across the street from the “Y” and on down the line are numerous *cantinas*. Older members of your crowd will bemoan the disappearance of “live bands” and the advent of juke boxes in many of these establishments. Still, to absorb a torrent of Central American jive from a king-size nickel-odan is an experience not to be missed. And the *cerveza* still flows as freely as ever. Some of the plushier cabarets do have real-life orchestras, along with a floor show. At certain of these places, someone will sit at your table if you wish, to help you learn Spanish. A word of warning: The refreshments these teachers require comes high — up to a buck for a very small glassful.

Many areas in Colon are “out of bounds” to service personnel, and it is well to find out where you can go legally — before going. Still the SPs

will warn you if you wander into forbidden territory — in a friendly way, too, if *you* are cooperative.

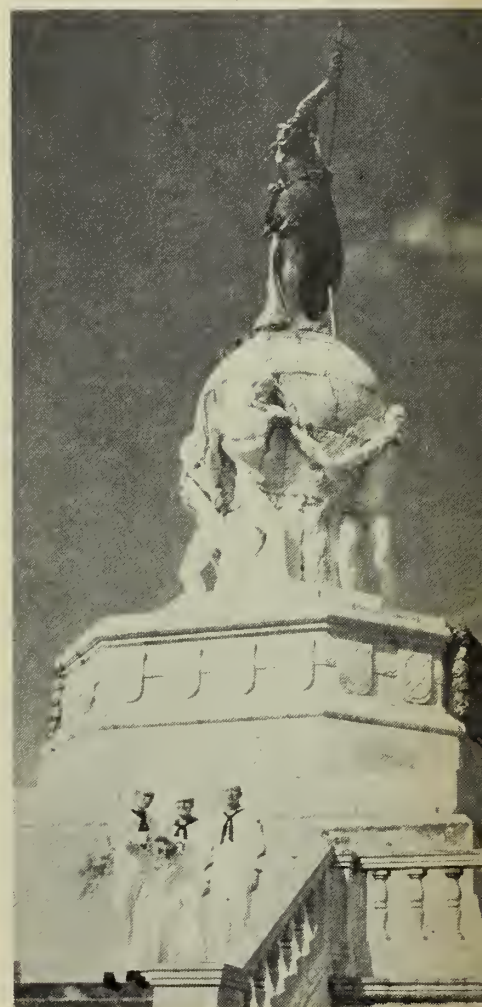
If several of you go ashore together, you might find it a good stunt to chip in and rent a taxi for a couple of hours after you’ve seen Front Street and some of the area around the “Y”. Here, too, a bit of bargaining may save you money. For a glimpse of the countryside, get the driver to take you up to Gatun — or maybe out the highway as far as Puerto Pilon or Cativa.

Plenty of time on your hands? Take the 50-mile bus trip to Panama City and come back on the train. Sights on this journey will range from grass houses and banana groves near Gatun Lake to California-style residential sections on the outskirts of Panama City. Returning on the train, you will cross wide stretches of water near the edge of Gatun Lake. Fare on the bus, one way, is 50 cents or 85 cents, depending upon which of the two bus lines you choose. Railway fare is \$1.85.

By way of Gatun, in a taxi, you can go to the ruins of Fort San Lorenzo at the mouth of the Chagres River. At several places on this trip — even before you get to Gatun — you will see portions of the “Old French Canal.” Work financed by France went on there throughout almost all the 1880s — 20 years before the present canal was constructed.

Despite a terrific death rate from tropical illnesses, work continued until, in 1888, almost a third of necessary digging had been completed. Funds ran out that year, and nothing more was done until 1904, when the

SUNNY afternoons find Canal Zone swimming spots crowded with sailors on liberty and their girls (above). Below: Statue to the explorer, de Balboa, overlooks the Pacific from a prominence in Panama City.





HISTORIC ruins of Old Panama and the King's Bridge are great tourist attractions. Old Panama is a few miles 'down the coast' from Panama City.

American work commenced. The present-day canal, finished in 1914, crosses the old French diggings between Cristobal and Gatun.

At Fort San Lorenzo you can wander among ancient cannon, barricades and dungeons which seem to swarm with ghosts of pirates and long-dead warriors.

Going back, if you time it right, you might want to take the ferry

across Limon Bay instead of going the long way around.

Your ship backs away from the pier and turns to head up the channel to Gatun locks. Foolish and rare is the man who will shut himself below decks with a comic book now. Soon the vessel will be gliding between green banks. It will stop shortly thereafter to be lifted in three great steps to fresh-water Gatun Lake 85 feet

above sea level. Then it will steam between emerald islands, and if you look far off to your left past the islands you will see the skeletons of old trees standing in the lake. These were thriving jungle giants before the canal was built and before the rising water crept up their trunks to kill them.

Past Barro Colorado Island, which the U. S. has set aside for study of tropical plants and animals; through Gamboa Reach, and you enter Gaillard Cut. This is where the canal pierces the continental divide. All is well in Gaillard Cut nowadays, but for many years landslides always threatened and frequently blocked the canal there. Into Pedro Miguel lock, and you are lowered some 30 feet into Miraflores Lake. It's only a mile across this lake, and then you pass into Miraflores Locks and are dropped the final two stages to sea level.

Now, though you have traveled from the Atlantic to the Pacific, you're more than 20 miles further to the eastward than you were when you started. And tonight, if you notice, you will see the sun going down behind the green hills of Panama — not into the Pacific ocean. It's all because of the way the isthmus winds around.

Balboa, at the Pacific end of the canal, like Cristobal at the Atlantic end, is a U. S. Government community. Neither of these cities has any private enterprise. Almost everything is Government owned and operated. In Balboa, not far from the piers, you will find a Canal Zone clubhouse. Near it is the Army-Navy YMCA, and on out to the right of that, the headquarters of the 15th Naval District. At 15th ND headquarters there's a good ship's service, and the Balboa "Y" is a livewire establishment.

It's quite a walk from Balboa up to Central Avenue in Panama City. If you would rather ride, you can catch a bus in front of the clubhouse or near the "Y" or at other places in Balboa.

A Panamanian bus — particularly one of the small ones called *chivas* — is a bit of local color in itself. Often being the driver's own property and only place of business, it receives all his Latin love of drama and ornamentation. The windshield may be bordered inside by crochet-work edged in scores of tassels. Above it is often a miniature religious shrine equipped with a tiny red light that burns when-



SAILORS inspecting the 'Old French Canal' watch a freighter cruising up the present-day canal. The canals intersect between Cristobal and Gatun.

ever the motor is running. A radio under the dash will pour out a torrent of local music while the horn of the flashing vehicle adds to the din at every intersection. Keep hands and elbows inside the open windows.

Panama — called Panama City by us foreigners — is larger than Colon. The place crowds the quarter million mark in population, which is a lot of people for the amount of ground involved. Its curio shops are more scattered than those of Colon, and prices in general are a trifle higher. In Panama City it is the city itself you should see — that and Old Panama, some miles to the northeastward “down the coast.”

A caramatta is the thing for getting around Panama City on a sight-seeing tour, if you can find one. These rubber-tired buggies drawn by a small clip-clopping horse are becoming scarce, and you may have to take a taxi instead. Get the driver to proceed slowly, or you will miss much in the teeming streets. Ask him to drive to the upper end of Central Avenue, past the cathedral and Central Park to Las Bovedas Promenade. Walk the length of the bay-side sea wall, and you will be at French Plaza. There, stone tablets tell in Spanish of early attempts to build the canal.

Not far from Las Bovedas is the Panama National Tourist Commission. There, information and literature can be obtained concerning places to be visited. Next door is the National Theater, and across the street from that, LaSalle College. Two blocks from the college, you will pass the presidential palace. There, if you look quickly and carefully, you'll see snow-white egrets standing beside the fountain in the entrance patio. The egret, by the way, is the national bird of Panama.

Back across Central Avenue is San Jose Church — the famous Church of the Golden Altar. Enter quietly and respectfully, for there will be devout people at prayer. The huge altar which fills the end of the church is said to be of solid gold and to be worth millions of dollars. It was located in Old Panama when that was the capitol city. In 1671, when the pirate Henry Morgan was approaching to sack the city, a quick-witted monk took thought of the precious altar. He had it covered completely with a coat of paint, and the pirates thought it was nothing but a fancy carving of wood. Consequently, they



ANCIENT CANNON high on the cliffs of Fort San Lorenzo once protected the entrance to the Chagres River near Cristobal from raids by pirates.

left it unharmed. (Or so the story goes.)

Have your driver take you out along the bay-front to the statue of Balboa. Nearby is the American embassy and a large hospital, and up the slope before you stretches a fine residential section. A drive of three or four miles farther will take you to the ruins of Old Panama. Perhaps you can find the dungeon which is said

to have been reserved for political prisoners.

The story is told that at low tide the cell was much like any other dripping-damp place of confinement. As the tide rose on the nearby beach, it rose likewise within the cell until at last the unfortunate occupant was liquidated — unless he changed his political views meanwhile.

Before returning to the city, it



SIGHT-SEEING sailors visit underground room in ancient Fort San Lorenzo. Ruins are said to swarm with the ghosts of pirates and long-dead warriors.



BARGAINING for souvenirs in the exotic curio shops in Colon, almost invariably results in a price reduction. These bazaars are always worth visiting.

would be interesting to look at the old King's Bridge. The masonry structure used to be the starting point of three trails which crossed the isthmus to the Caribbean.

Going back, swing around by way of Rio Abajo and take the Sabanas Road in past the dog track, the horse-racing track, and the new University of Panama.

This, then, is Panama City: Broad, modern Central Avenue with little streets branching off into by-ways where opposite balconies almost meet

overhead . . . family life swarming out onto the balconies and onto the sidewalks, and visible through the open top halves of front doors . . . the honk of auto horns and now and then the clapping of horses' hooves. Everywhere is the rippling sound of Spanish and the babble of a dozen other languages. Wild music cries out from the open doorways of cantinas and is answered in kind by that of radios in *chivas*.

At the major intersections, small khaki-clad policemen direct traffic

with abrupt mechanical motions of their arms. Shoeshine boys plead for the privilege of polishing your footwear, and suave oriental merchants urge you into curio stores.

At sundown, people flock to Central Plaza for sociability. On Sunday nights, demure, decorous upper-class girls promenade in pairs and groups at Las Bovedas. Always, Ancon Hill stands up high and angular to the westward—brown or green in the daytime, depending upon the season; black, topped by red lights at night. Out in the Bay of Panama stands the shadowy mass of Taboga Island with a pretty village at the water's edge. You can go out there in a Canal Zone launch for a dollar, and have one of the best swims of your life in the warm clear water.

If you are in Panama in the rainy season—May to November, inclusive—the weather may cut down your activities somewhat. Still, tropic-wise people learn to take it all in their stride. Usually, the showers aren't too long in duration, and sometimes many hours go by between downpours. At such times it is well to stay close to shelter unless you're dressed for rain. A hard shower can commence with little warning and can soak you to the skin in a jiffy.

You may have opportunities to see many things not mentioned here. For instance, if you're in Panama during the last four days before Ash Wednesday you'll be in on one of the most colorful periods of pageantry to be found anywhere. That period is the annual carnival season. At any time, if you have transportation, you can range further afield to points of interest. A portion of the Pan-American Highway leading toward Costa Rica offers special possibilities in this respect.

A word of friendly admonition: One should remember that outside the Canal Zone he's a visitor—admitted without any red tape whatever, but a visitor just the same. Many customs there are different from ours, and often strictly observed. We should regard these customs as interesting and colorful, but not amusing or in any way inferior to our own. Our deportment in our hosts' home country should be like we would want theirs to be if they visited our own home towns.

Happy landings at the "Crossroads of the World!" It's a fascinating place. — H. O. Austin, JOC, USN.

Here's a Guide to Panamanian Pronunciations

Here is how, approximately, to pronounce some of the place names used in this article. Short explanations are included to help you find your way around.

Limon Bay: lee-MOAN bay—the main harbor area at Cristobal.

Manzanillo Bay: mahn-sahn-EE-yo bay—the portion of the harbor which lies between Cristobal and Coco Solo.

Cristobal: cris-TOE-bull—the U. S. Government-leased portion of Manzanillo Island.

Colon: co-LAHN—the Panamanian portion of Manzanillo Island.

Cativa: cah-TEE-vah—a small town near Colon.

Puerto Pilon: poo-AIR-toe pee-LOAN—another small town near Colon.

Gatun: gah-TOON—the name of the locks nearest the Caribbean, also the name of a Canal Zone town, a dam and a large artificial lake, all near or adjoining the locks.

Pedro Miguel: PEE-dro me-GILL—this pronunciation, while not strictly correct, is the one most frequently heard. It's the name of a canal lock and a Canal Zone town toward the Pacific terminal of the canal.

Miraflores: mee-rah-FLOR-ais—locks, a lake and a Canal Zone town near Balboa.

Las Bovedas: lahs bo-VAY-dahs—a sea wall and promenade where Panama City meets the Bay of Panama; part of the old-time defenses.

Rio Abajo: REE-oh ah-BAH-ho—a suburb of Panama City, near Old Panama.



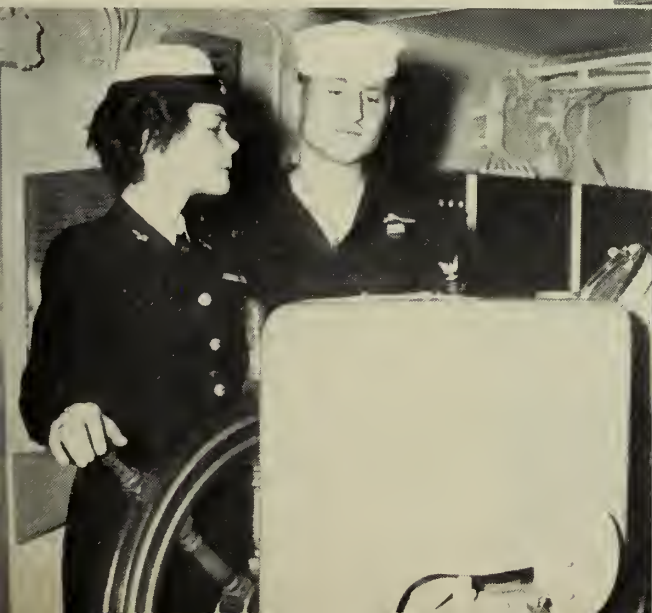
Headed for Hawaiian Duty

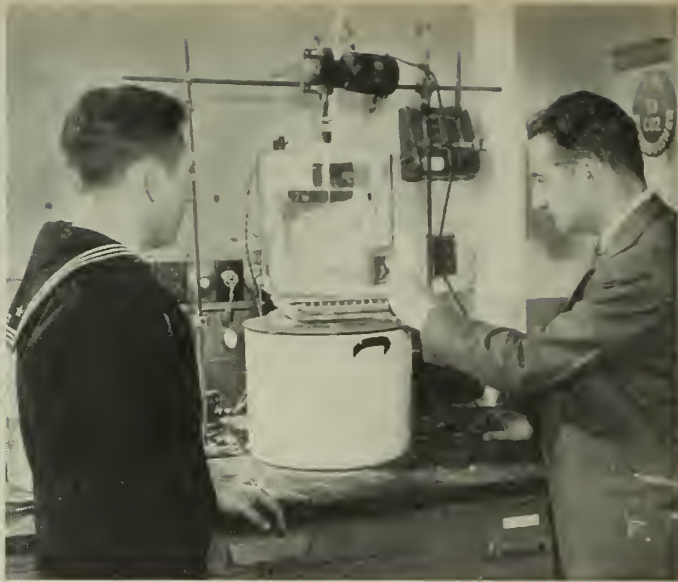
ONCE again enlisted Waves are on duty in the kingdom of Kamehameha and the pineapple. A group of 72 enlisted Waves arrived recently in Hawaii to become the first enlisted women to be permanently assigned to the 14th Naval District since August 1946.

These photographs were taken as the contingent was preparing to depart from San Francisco on board the transport *uss General J. C. Breckinridge* (AP 176).



Clockwise from above: Waves wave to well-wishers on the dock who bid them bon voyage. Conducting Wave on tour of the ship, crew member explains operation of 40 mm. mount aft of *Breckinridge's* funnel. Attentive Wave is told of radio room procedures. Under quartermaster's watchful eye, Wave takes wheel of *General J. C. Breckinridge*.





PRETTY GIRL holds huge lab-made ADP crystal (left). Right: Crystal is formed by supersaturated solution method.

Research Trends Are Crystal Clear

LIKE Jack's beanstalk, the huge, transparent crystal that the pretty girl is holding in her hands grew from a tiny seed.

It grew and it grew — not in Jack's backyard like the famous beanstalk — but in a large glass container set in the middle of a spic-and-span scientific laboratory in a Navy research building in Washington, D. C.

And pretty soon the crystal was full-grown — as you see it here in the picture. Now it is ready to be cut up into many little crystals. Each small crystal in turn will form a tiny but a very important part of a piece of Navy sonar equipment.

This particular crystal is an "ADP" crystal (ammonium dihydrogen phosphate). Aside from some earlier work

on another crystal, it is the first one to be "grown" artificially by the Navy in a laboratory.

Although ordinary enough looking, the ADP crystal proved itself to be the most important crystal in World War II as far as the Navy was concerned. With it the Navy was able to develop in a hurry a new and better sonar, a sonar which was used to good effect to turn the tide against German U-boats in the Atlantic.

With the nation once again at peace, Navy scientists are continuing to pursue various leads in the vast new field of crystals that was opened up for them by the development of ADP. At the Naval Research Laboratory in Washington, D. C., they have turned out a veritable harvest of these strange-looking, many-colored, twinkling artificial crystals.

Many of the crystals that can be "grown" in the lab never have been discovered in nature. Being able to produce these unknown crystals in the lab has now opened up further bright vistas for future research — research that points to many improvements that may be brought about in the Navy of, say, 1970.

But the birth and growth of the ADP crystal is only the most dramatic example of the growth of artificial crystals. Here are a few of the other new home-grown crystals along with some uses to which they are put:

- Artificial quartz — used in radio receivers and transmitters and in radar, microphones and earphones to replace natural quartz.

- Scheelite — used in radiation detection equipment like the scintillation counter (ALL HANDS, March, 1950).

- Steel-hard, artificial rubies — used as bearings where a tiny but very hard surface is needed in precision instruments.

- Phosphorescent crystals — mixed into luminous paint to make it glow in the dark.

- Sapphire — needed to correct microscopes and cameras to transmit color.

All these and many more can now be grown in the



BRILLIANCE of synthetic gem grown at Naval Research Laboratory compares favorably with the real McCoy.

Navy's laboratory. This was not true several years ago.

Before the war, an important crystal like quartz was imported — big chunks of it from Brazil. Although natural quartz is still being imported, it could now be produced artificially in the laboratory should the nation's defense demand it.

Crystals are "grown" in the lab in a variety of ways. A crystal may be grown by mixing up the proper ingredients, putting these ingredients in a crucible, and baking the crucible in a red-hot electric furnace.

Crystals can also be grown by sifting the ingredients in powder form onto the tip of a piece of metal thrust into the center of the flame. Crystals have even been grown from a cloud of concentrated vapor.

But the oldest and most reliable method for growing crystals is from a saturated solution. This is the method that was used to turn out the rush order of ADP crystals needed during the war.

Anyone who has taken a high school course in chemistry knows roughly how the saturated-solution method begins. Every high school chemist has grown a salt crystal merely by mixing up a solution of ordinary table salt and water in a shallow dish and allowing the mixture to evaporate and crystallize overnight.

In the Navy's lab they do the same thing — only better. A saturated solution of ADP is allowed to crystallize through evaporation. When the solution has solidified, the research men pick out of the dish the most perfectly formed of the crystals and use them as "seeds" to grow bigger and better crystals.

In the second part of the saturated-solution technique, several of these "seeds" are mounted on a spindle, the spindle is inserted in the super-saturated solution and the spindle is slowly rotated (see photograph). As the seeds slowly move through the solution, particles precipitate out of solution and adhere to the sides of the seed. In this way the seed gradually grows into a full-grown crystal. It often takes a month or more for a crystal to grow as much as six inches in width.

Scientists have also found that in order to grow the best crystals they must add a tiny bit of impurity to the solution. Then too, the rate of rotation of the spindle has a lot to do with the finished crystal.



FIRST AID TO THE FALLEN—This dramatic painting by Irwin Hoffman is typical of the high quality and authenticity of this great collection.

Collection of Combat Art Given to the Navy

Two hundred and fifty-six paintings, drawings and sketches done by combat artists during World War II have been donated to the Navy Department.

Valued at half a million dollars, the works of art were turned over to the Navy by Abbott Laboratories, a pharmaceutical firm which sponsored the project in the last war.

These are the art items from which nearly 3,000 reproductions were mailed to naval activities free of charge by the Combat Art Section, Office of the Chief of Na-

val Operations, Navy Department, Washington, D. C. While the deadline for requests from ships is now past, naval shore activities may still request a selection of the reproductions to be mailed to them.

The collection is scheduled to go on public display at some time in the future.

Key sea battles, attacks on Jap ships and enemy-held Pacific islands, and various phases of air, sea and amphibious operations are depicted, and various branches of the naval service are represented.



A LANGUAGE ALL THEIR OWN—Lawrence Beall Smith and others painted carrier life. Collection depicts every aspect of Navy's war effort.

They're Doctors to the Navy's Engines

THE CAPTAIN'S GIG was just backing down to stop alongside the forward gangway and pick up the skipper himself when the engine suddenly made a terrible clatter.

With an instinct born of long experience, the coxswain cut the motor almost instantly. The rattling clangor died away and for a moment all was silent. Then the voice of the O.D. could be heard calling away a substitute boat and giving instructions for hoisting the gig aboard.

Within an hour the gig's engineer entered into a serious conference with the ship's engineering officer and the leading chief motor machinist's mate. This was the third time that same engine had knocked out a main bearing within a month. All efforts to find the cause of the trouble and a cure for it had failed. The conference lapsed into silence.

At last the chief cleared his throat. "Here's one thing we *could* do," he said. "You've heard of the Naval Engineering Experiment Station, at Annapolis. . . . We could send *them* this bearing when we get it out. — And we've still got the other two that burned out. We could send 'em those, too. . . . That way, we should soon know what our trouble is, if anybody can tell us."

So it was that a stout, heavy wooden box arrived one day at the U. S. Naval Engineering Experiment Station, across the Severn River from the Naval Academy, at Annapolis, Md. Because of the nature of its contents, the box was taken to the Internal Combustion Engine Laboratory. While it is being opened and while the three burned-out bearings are being examined and discussed in a preliminary way, let's take a look around this laboratory.

The Internal Combustion Engine Laboratory is one of the six modern scientific laboratories at the Navy's Engineering Experiment Station. As we turn our backs on the three beat-up bearings from the captain's gig, we find ourselves walking down a rubber-matted aisle between two rows of diesel engines.

Although the engines are painted a uniform shade of green, we soon notice that otherwise they are greatly unlike each other in many ways. Here is a great ponderous engine that reaches almost up to the lofty ceiling. Beside it is one only a fourth its size. Beside an engine with a familiar American name we find one with angular German words printed upon it. While most of the en-

gines are motionless and silent, far down the aisle a gigantic diesel sends up faint heat waves. From its exhaust comes the steady *whoom-a whom-a whom-a* so familiar to submariners.

A man—evidently an engineer—with the preoccupied air of a scientist falls into step with us. He smiles shyly. "You were admiring our diesels . . . ?" he asks. "Come, let me show you our Japanese unit. There it is . . . we don't have it running just now. It was captured in Tokyo in 1945 . . . almost new at that time . . . it contains a number of interesting features . . . our tests are still not complete. . . ."

We move into another room. The engineer's cultured, studious voice continues.

"Here," we are told, "is our fuel-testing engine. Despite its unusual appearance, it's actually a small single-cylinder diesel engine, especially designed for purposes of testing. Here, you see, are four separate fuel tanks, with a section of each feed line made of transparent material. By moving this little lever, we can change instantly from any of the four types of fuel to any other. . . ."

"By turning this hand wheel we can change the shape and size of the combustion chamber. The change is actually brought about by means of a rather large steel ball which is built into the cylinder head. The ball moves inward or outward as we turn the handle. . . . Now, this device creates a visible spark when the crankshaft is 10 degrees ahead of top dead center. At that instant the fuel is injected. This other device, just like it, makes a spark when the crankshaft—and the piston—are actually *at* top dead center. — And here is an indicator which shows when the explosion occurs—somewhere between the occurrences of the two sparks. By altering the shape of the combustion chamber, we can produce the explosion at the proper moment with any of the various fuels. . . ."

We are shown the small room where research on chromium-plated engine parts is underway. Here is the new wear-testing machine . . . you see — sections of chromium-plated cylinder walls . . . sections of piston rings . . . some cylinder oil . . . the machine constantly rubs the piston ring sections against the cylinder wall sections, with various predetermined pressures. . . .

On the wall are hugely enlarged micro-photographs of test specimens: This one shows a chrome-plated speci-



men after 500 hours . . . this one, an ordinary un-plated specimen. Here's a plated specimen after 1500 hours . . . here's an un-plated specimen after the same length of time in the machine. . . . Even our untrained eyes can detect the difference.

Our scientist-guide leads us to the head office where by now our gig-engine bearings are lying upon a sheet of paper on a table. He hands us a typewritten page. "Here," he says, "is a summary of what we do in this particular laboratory. Perhaps you'd like to read it through while I have a look at the patient."

Here is what we read:

"The Internal Combustion Engine Laboratory is the diesel and gasoline engine proof-testing and experimental unit for the Bureau of Ships of the Navy Department. The type of work carried on includes the following activities:

- Test and develop diesel and gasoline engines. The work includes improvement of current engines, type approval of new designs, acceptance tests of new production, life tests of engine and generator sets, and investigations of failures in service.

- Investigate and test internal combustion engine bearing materials. This is to determine their suitability and reliability, causes of failure in service, and availability as replacements.

- Investigate and test special diesel engine lubricants and dopes. Commercially available oils are tested for general suitability and oil specifications are developed.

- Investigate and test diesel fuels and fuel dopes to correlate the properties of diesel fuels, determine the characteristics required for various diesel engines and prove the suitability of available diesel fuels.

- Design and develop auxiliaries and instruments specifically required for naval use, locate and eliminate sources of sound from engine installations, investigate salvaging procedures for engine parts; conduct instruction and lectures on engines, auxiliaries, accessories, fuels and lubricating oils for naval officers on special duty.

"The physical facilities of the laboratory include a refrigerated room for engine starting and operating tests under extreme temperature conditions. . . ."

"Did they send along a specimen of their oil?" our host asks one of his assistants.

"Yes — a quart can."

"Good. Let's get it into the hands of the people over at the chemical lab. And one of these bearings should go to the metallurgical laboratory, and one to the Bearings Project."

Let's precede that quart of used oil over to the Chemical Engineering Laboratory as the internal combustion people go ahead with their investigation.

Here again we are received by a hospitable scientist — this time a tall, slender scientist with a red moustache. Like our first host, he talks learnedly and interestingly as we move along. "Here," he says, "is a rather smelly experiment that has been going on for some time." He indicates a large panel which covers most of a good-sized wall. Almost concealing the panel is a network of vials, hoses and electrical wires. The vials contain liquids which are shaded various degrees of brown and yellow. From some of them arise little evil-looking jets of vapor.

"Antifreeze," we are told. "The Navy likes an antifreeze which will remain fully dependable through two full years of use. It has been having some difficulty in finding such an antifreeze. Perhaps the results of this experiment will bring us nearer to an answer." We turn from the antifreeze experiment and enter a small, hot room. On one wall are several short lengths of insulated pipe which remind us of the steam pipes aboard ship. Each is radiating heat.

"Here is an example of the work we are doing in insulation," our host informs us. He glances at us quizzically. "Do you find it surprising to see something of this kind in a chemical laboratory?" he asks. "Many do, but still — insulation is largely chemical. The chemistry of the insulation — the cell structure and similar properties — is as important as the mechanics or volume of the insulation. To keep the heat inside the pipes and out of living spaces is very important, you'll agree — from the viewpoint of human efficiency as well as mechanical efficiency."

A man walks up with the can of oil from our broken-down gig machine. "Oh yes," our guide says, sighting it. "I'm afraid we won't get to that until tomorrow, although I'd heard it was coming over." Then, to us: "Now, don't hurry off!"

But we have had our interest gripped by this experiment station, and must see every laboratory — and the time is short. The chemical engineer speaks of many things as he escorts us to the door — lubricants, fuels, preservatives, insulation, packing, gaskets, metals and alloys, water-treating chemicals, air-drying chemicals, cements . . . paints . . .

"I wish you could see our glass-blower at work," he says as we reach the door. "It's amazing the things he can make and repair. . . . See this complicated piece of laboratory equipment. . . . Yesterday it was broken — see





the line. A touch of flame, a twist of the wrist — presto! It was as good as new!”

Throughout our tour, we have heard a constant high-pitched whine of machinery. It is more noticeable to us as we step out from the quiet chemical lab. Noting our curiosity, our chemist-guide escorts us along the clean pavement to a large white building with a vast area of southward-facing windows. “This is the main building of the Mechanical Laboratory,” he says. “The Gas Turbine Plants Section occupies a good share of this building. The sound you hear is a large gas turbine.”

Again we are joined by an authority on the particular specialty concerned, and the chemist leaves us. As we approach the huge mass of machinery and ducts at the far end of the building, our new guide hastens to describe it scientifically while his voice can still be heard.

“We are learning much regarding the possibilities of gas turbines as prime movers for ships . . . this is an experimental model, of course, not suited for such use itself, but very useful here. An unusual feature is its independent compressor with an independent turbine to run it, and even an independent burner for the compressor turbine . . . added flexibility, we think . . . the compressor with its turbine can run at a constant speed.

“The sound you hear is created largely by the inlet air duct and compressor . . . not by the turbine itself. Here, you see, is an arrangement which can give us a salt spray such as would be encountered in various kinds of weather at sea. . . .” The engineer’s voice is lost in the sound of high-speed machinery. At the other side of the installation he points at a little metal mirror. Looking into it, we see reflected a mass of white-hot flame.

“What’s it burning?” we inquire, shouting into the engineer’s ear.

“Diesel oil, just now. Ordinary bunker fuel can be used, though.”

Outside the door, our guide of the moment tells us that this particular “run” has been underway for some 25 hours and still has 11 hours to go. Also, we learn, that particular installation has been in use two or three years — constantly revealing new and valuable information. “Interesting,” we agree; fascinating, in fact.

The Machinery and Auxiliaries Branch of the Mechanical Laboratory follows. We walk among air compressors, pumps, refrigeration machinery, steam and air separators, valves, steam traps, and a thousand other mechanical units.

Our latest host tells us of some of the tasks the Machinery and Auxiliaries Branch does. “We determine the

suitability of a subject for use in the Navy . . . determine compliance of a subject with specifications. We find out what causes failure of a piece of machinery in service and determine and recommend corrective or preventive measures. Just now we’re doing a good deal of research on flexible shafting. . . .

“We devise and develop items to fill a definite or critical need in the naval service . . . write specifications . . . perform engineering work, when necessary, in designing and installing major facilities for use on the station or for other specific purposes. . . .

“We furnish technical information or render engineering services to other Naval and Governmental activities.”

Here we see a test of flexible high-pressure tubing which may some day be authorized for charging torpedo air flasks. In another section of the shop is a length of three-inch shafting with a flanged coupling in the center. The shaft — and the coupling — are getting the daylights twisted out of them. The point of failure will be compared with that of a new-type coupling. Here we see a test being set up to try out a new compressed air whistle for diesel tugs; here, the contents of an oil filter being examined. . . .

The Waves Mechanics Laboratory — What, no Waves in dungarees undergoing a test of their mechanical ability? No — these waves are sound waves, and the mechanics thereof are studied and analyzed here.

Everything here has a new look, and much installation and assembly work is still going on. Sound-proofing is being hung on the walls of three huge rooms — one of which is thought to be the largest “anechoic” room in the nation. When the spun-glass blankets have all been installed, the walls will be three feet thick, for all practical purposes, and the interior will look like the bellows of a mammoth accordion. (See “Acoustical Laboratory,” *ALL HANDS*, March 1949, p. 36.)

These rooms are facilities for studying noises and the things that make them. Insulated from the building and from all other sounds, a machine — ’most any machine used in the Navy — will be set up and put in motion. If the motion must be created by another machine, it will be put in a separate room — also soundproof. A shaft through a soundproof wall will transfer the power from the propelling machine to the subject under study. The result will be scientific sound analysis — and the result of that: quieter machinery for shipboard use . . . less interference with our own listening devices, fewer clues for enemy listening devices, less fatigue for our crews.

The same building contains a 16-foot-deep “swimming



pool." This permits testing of underwater sound-detecting devices and sound insulating devices.

The Welding Laboratory—endurance tests for various weldments . . . development of methods for relieving welding stresses . . . performance of stress analysis. . .

From behind a black screen rises blue smoke, illuminated by flickering blue-white light. At a polishing wheel a technician puts a mirror-like finish on a weld specimen . . . later, a scientist will examine its grain structure through a high-powered microscope. Seated beside a tank of water a man thrusts his hand into a rubber glove built into its side. A helper hands him an underwater welding torch which he submerges in the water. He steps on a pedal which closes an electrical switch. Through a glass port in the tank's side we see a violent orange glow. . .

The Metallurgical Laboratory—corrosion testing . . . study of electroplating . . . study of wear in bearings and cylinder liners . . . flash sintering of powdered metal compacts. . .

In one room we survey massive rows of levers and fulcrums which can exert terrific tensile strains—static or varying. In another are dozens of devices for putting stresses on rotating members, on vibrating members—for exerting crushing forces, denting forces. . .

—and here is the bearing out of the captain's gig. It has arrived ahead of us and already a man is cutting out a specimen of the Babbitt metal. It won't be many days, we'll wager, before the captain and the engineering officer, the chief and the gig engineer, will all know why they couldn't keep main crankshaft bearings in that new diesel.

(In fact, they *did* find out—in less than a week. It was the oil, as was proven by tests performed by the Chemical Engineering Laboratory.—The wrong oil in the right barrel, due to a slip-up somewhere along the line.)

The Engineering Experiment Station is the Navy's oldest laboratory dedicated to solving the problems concerning the machinery for driving and operating naval vessels. The station was authorized by Congress in 1903 and put into operation in May 1908. Besides being the oldest laboratory of its kind, USNEES claims quite a few other "firsts" and "onlies." It was the first American activity, for example, to determine just how fast a submarine engine can be run while the sub is snorkelling.

While most of the lab's work is done in the six departments on the station, a little is done on naval vessels at

sea. Also, a part of the work is conducted in the plants of commercial manufacturers and at other naval activities within the U. S.

The station's work is always changing and never ending. While many of its tasks may be obscure to the sailor in the fleet, many others affect him very directly. A few real-life examples:

The attack transport *uss Thomas Jefferson* (APA 30) had two boiler tubes overheat and rupture because of a strange deposit in them. Upon studying the ruptured sections, the Engineering Experiment Station found them to contain practically pure calcium hydroxide, or hydrated lime. That indicated cement-type pipe coating. Investigation showed that the ship carried boiler water in tanks lined with such a coating. The station recommended a different kind of tank coating and the recommendation was carried out. No more ruptured boiler tubes.

Five years later a similar ship reported a similar problem. The station's records of *Thomas Jefferson* case gave a clue. In no time this ship, too, had its problem solved.

During a tour of the station a submarine skipper found the Mechanical Laboratory running a test on air compressor valves. He was surprised and delighted, for he had been having trouble with the same type of valves in his ship's compressors. He was also relieved, for he had thought that his submarine, alone, was having such trouble—and that perhaps he was somehow to blame. He learned that the Experiment Station had designed some new valves to replace the troublesome ones, and he offered to give them a service test on his vessel.

While the war was going on, *uss LST 172* had trouble with a propeller shaft bearing. Examination at the Engineering Experiment Station showed corrosion. The corrosion was traced back to faulty oil, and the station recommended that the ship's engineers analyze their oil every 50 hours and take other precautions. No more trouble was reported.

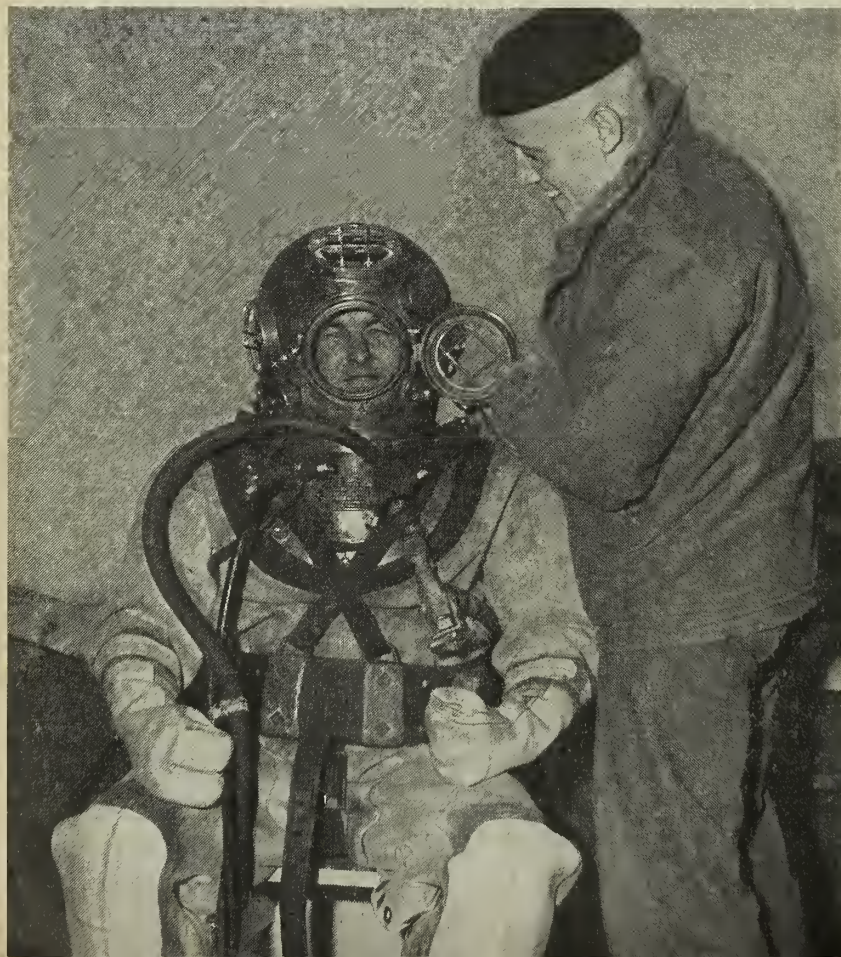
So—the Engineering Experiment Station's work goes on—summer and winter, war and peace. On a tablet beside the door to the administration building is the following inscription: "The work it is intended to do will never be completed. There will always be progress and it is the work of the Experiment Station to assist in determining what is progress . . . and what is not."

That assistance is valuable whenever the Navy is called upon to fight a war—more valuable, probably, than we shall ever know.

DUNGAREE DUTY



RUGGED submarine rescue ship USS *Conserver* rides at anchor in Kodiak harbor (above). Below: Diver dresses for descent into the icy waters.



CONNING *Conserver* into position for salvage work requires experienced hand.

RESCUE and salvage operations are "duck soup" for the crew of USS *Conserver* (ASR 39). Men of the "dungaree Navy," they have been performing these rugged jobs for the Pacific Fleet since *Conserver* was commissioned in June 1945.

In her crew there are nine qualified divers including the captain, executive officer and salvage officer. Typical operations involve surveying on sea or land, underwater demolition,



CREW members of *Conserver* work on fantail during operations to remove barges



Here, she is maneuvered in close prior to towing barges off a Kodiak beach.

rigging beach gear and towing. The ship also is equipped to aid ships and planes in emergencies at sea in addition to her regular duties.

Based at Pearl Harbor, *Conserver's* part in Exercise MIKI last fall brought her back to the U. S. for the first time since her commissioning.

These photographs show *Conserver* and her salty crew in action during the ship's current cruise in Alaskan waters.



from Alaskan beach. Tough, sometimes dangerous jobs are routine for ASR men.



LOOKOUTS on *Conserver* scan the sea for a drifting fishing vessel (above). Below: Quartermaster locates best possible position for salvage work.



All-Navy Bowling Results; Recreation Roundup

It was the strangest All-Navy tournament ever held. At Norfolk, Va., a finalist whipped one down the alley and glanced nervously at the scoreboard, wondering how his opponents in San Diego, Guam and New Orleans were doing. In bowling alleys at Pearl Harbor, T. H., Quantico, Va., and New York City small crowds gathered to watch the top keglers in their respective areas pit their skill against unknown competitors scattered around the globe. When the last frame was smashed, telegraph keys chattered out the scores to the Navy Department. The eight sports groups' contestants and officials settled back to await word on who were the All-Navy bowling champions for 1950.

It wasn't long in coming. By a decisive lead of 29 pins, the 8th Naval District team, representing the South Central Group, captured the team championship title with a score of 8,550. Runners-up were the AirLant keglers, representing the Atlantic Fleet Group.

New individual bowling champion of the Navy is R. M. Devito, AD2, USN, of NAS Floyd Bennett Field, N. Y. Devito, bowling for the 3rd Naval District team which represented the Northeastern Group, piled up a score of 1,859 for the nine games.



RUNNER-UP for the All-Navy Bowling Championship is James R. St. John, AN, of NAS Corpus Christi.



STAR KEGLER Ralph Devito, AD2, captured the All-Navy Individual Bowling Championship for 1950.

Devito's average of 206.5 per game for nine games considerably bettered the winning score of last year's champion, William McCormick, AE3, USN. McCormick's game average for six games: 190.

This second annual All-Navy bowling tournament was held by telegraphic means due to the required reduction in travel by naval personnel. Each naval district and type command selected a representative team of its best bowlers, which vied against other teams within the sports group for the right to represent that group in All-Navy competition. These eight group championship teams, bowling on their home alleys under the supervision of officials, fought it out for the All-Navy title. Their certified scores were telegraphed to the Navy Department.

Here are the results, by sports groups:

- South Central Group (8th ND team) — team score: 8,550. Group's high scorer: J. R. St. John, AN, USN, NAS Corpus Christi, Tex., 1,848.

- Atlantic Fleet Group (AirLant team) — team score: 8,521. Group's high scorer: LT G. L. Muirhead, USN, Fleet Air Wing Five, 1,786.

- Middle Atlantic Group (PRNC team) — team score: 8,504. Group's high scorer: Frank P. Kollor, SSgt, USMC, MCS Quantico, Va., 1,767.

- Northeastern Group (3rd ND team) — team score: 8,384. Group's high scorer: R. M. Devito, AD2, USN, NAS Floyd Bennett Field, N. Y., 1,859.

- Far East Group (NavMarianas team) — team score: 8,329. Group's high scorer: R. H. Huskey, CS3, USN, Naval Barracks, NOB Guam, 1,807.

- Hawaiian Group (14th ND team) — team score: 8,271. Group's high scorer: M. Mazurczak, BMC, USN, Office of Port Director, Pearl Harbor, TH, 1,693.

- West Coast Group (11th ND team) — team score: 8,226. Group's high scorer: Henry F. Aherns, DKC, USN, NavRes Armory, Huntington Park, Calif., 1,775. (Aherns was runner-up to the All-Navy individual champion in 1948.)

- Pacific Fleet Group (CruDesPac team) — team score: 7,795. Group's high scorer: Richard E. Gibson, SN, USN, USS Lyman K. Swenson (DD 739), 1,636.

Inter-Service Golf Tourney

Twelve of the Navy's top golfers will compete against Army and Air Force divot champs in the Inter-Service Golf Tournament being held at Fort Benning, Ga., during the period 13-19 Aug 1950.

Navy representatives in the matches will be picked from the low scorers at the All-Navy golf tournament, which takes place the week of 6 Aug 1950 at NAS Glenview, Ill.

All-Navy Sports Calendar

Here's the dope on future All-Navy championship events.



Boxing

Week of 14 May 1950
San Diego, Cal.



Tennis

Week of 16 July 1950
USNA, Annapolis, Md.



Golf

Week of 6 Aug 1950
NAS Glenview, Ill.



Softball

Week of 10 Sept 1950
Treasure Island, Calif.



Baseball

Week of 17 Sept 1950
Pensacola, Fla.

Club Honors EM's Memory

The memory of a Monterey, Calif., enlisted Navyman was honored at the opening of a new enlisted men's recreation center at the Navy's General Line School in Monterey. The new recreation center was named Criscuolo Hall after a Monterey sailor who lost his life on Pearl Harbor Day.

Michael Raymond Criscuolo, yeoman second class, the man after whom the recreation center was named, graduated from Monterey High School in 1939. While in school he had been a member of the student council and manager of the athletic teams. He enlisted in the Navy shortly after graduation and later became a yeoman, second class, while serving on board the battleship *uss Arizona*. He lost his life while serving in that ship on 7 Dec 1941.

During the ceremony which marked the opening of the new recreation center, a framed portrait of Criscuolo was unveiled. The ceremony included several speeches, among which was a short speech by a member of the Criscuolo family. There were refreshments for the guests and all enlisted men present. Pictures of two other Monterey men, shipmates of Criscuolo who also lost their lives in the Pearl Harbor attack, will be placed in the recreation center later.

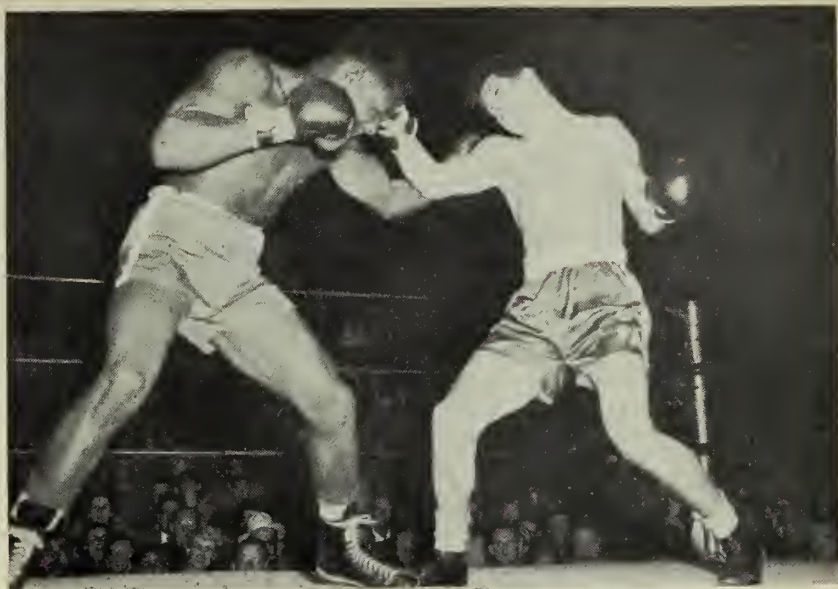
The name Criscuolo was chosen by an enlisted men's committee. Members of the committee considered Criscuolo's record the best among those of all former Navy men from Monterey whose names were considered.

The recreation center is a new permanent building. It was completed late last year, and is intended for a recreation building for enlisted men attached to the naval school.

Beats Free-Throw Mark

Standing at the free-throw line, Lloyd Wood, AD1, usn, sharp-shooting hoopster of NAS Norfolk, Va., flicked 95 out of 100 consecutive free throws through the net to crack the National YMCA free-throw mark established last year.

Wood is a regular guard of the All-Navy champion Norfolk Flyers, and is noted for his deadly set shots. Another member of the Flyer squad, Leroy "Mutt" Pasco, SN, usn, equalled last year's winning tally by putting 94 out of 100 free shots through the hoop.



LIGHTHEAVY Jesse Barber, PFC, USMC, (left) of Camp Pendelton dropped a split decision to hard-hitting Frank Harte, AO3, attached to AirPac VF 53.

Operation Opera

French opera stars cast as North American Indians make a sight well worth seeing if you ever get the chance crew members of *uss Algal* (AKA 54) had while visiting Marseille, France.

Algal and the traveling cast of the French Light Opera converged on Marseille at the same time — with the result that the sailors were guests of honor at two showings of the French version of the American light opera "Rose Marie."

Earlier, they had been invited back stage to view what the stage manager called "a typical North American frontier scene." One look at the scenery, comprised mainly of Indian maidens of the French version, assured heavy support from the Americans.

When they turned up on two successive nights, the sailors received special programs, or, to say it according to the title, *Programme de la Representation De Gala de "Rose Marie" en L'Honneur Du Navire De Guerre Americain ALGOL*.

Even though most of *Algal's* crewmen were short of being able to translate back into English the translated French lyrics, many of them were well enough acquainted with the production to ascertain unfamiliar accents in the voices of the Indians and the Royal Canadian Mounties.

Algal's opera critics had among their numbers some eminently well qualified experts — for this type of production, anyway. Three former Canadians were familiar with the locale of the action. Another sailor, F. Becak, EN3, usn, was part Sioux. and John "Wahoo" Puller, SN, usn, is a full-blooded Cherokee.

Crewmen tell the story that "Wahoo," after one look at the Frenchified Indian princesses in the stage, let out a Cherokee war hoop that cleared the set. The stage manager, after a time, was able to persuade the cast it was only a real Indian's idea of fun, and the show went on.



FLASHY Leroy "Mutt" Pasco, SN, sparked the Norfolk Flyers to the Middle Atlantic Group hoop title.

SIDELINE STRATEGY

For inventive sailor fishermen with a knowledge of electricity, there's a new wrinkle out for luring the big ones practically onto your hook. It'll do away with the present controversy as to whether the fisherman is really wiser than the fish, for the finny character won't have a chance — if you can hit upon the right equipment.

It's now known that water can be "magnetized" into a field which draws the fish any way you say. Lowered into the sea or lake, an electrode can be made to give off electric shocks which synchronize with the movements of the tail fins of the fish, heading him most unwillingly toward the electrode.

By varying strength and frequency — the big ones require slower frequency chocks and higher voltage than small ones — you can take your pick. And when you get them alongside, you can hook 'em, net 'em, bash 'em or wrassle 'em, take your pick. We'd like to hear about any sea monsters brought up from deeper than a thousand feet.

* * *

The red-hot rivalry which has developed between AirPac and CruDesPac for Pacific Fleet sport titles is arousing so much enthusiasm that even the top commanders are plugging vo-

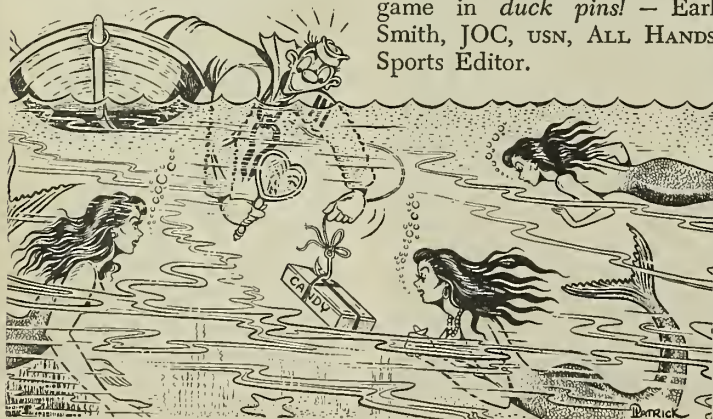
raciously for their teams. So far, however, CruDesPac has been able to whet a finer edge, and AirPac is getting a little tired of it. After his team lost out in basketball to the CruDesmen, ComAirPac sent this dispatch to ComCruDesPac:

CONGRATULATIONS TO YOUR BASKETBALL TEAM FOR THEIR SPORTSMANSHIP, HIGH SPIRIT AND WILL TO WIN. ...THEY OVERCAME A BIG LEAD TO GAIN A WELL DESERVED VICTORY. THIS MAKES THREE TIMES IN A ROW YOUR TEAMS HAVE WHIPPED AIRPAC IN THE FINALS; FOOTBALL, BASEBALL, BASKETBALL; BUT TAKE WARNING, FOR WE INTEND TO REVERSE THE SITUATION. WE ARE GROWING WEARY OF BEING GOOD LOSERS.

Replied ComCruDesPac:
WARNING DULY NOTED.

* * *

Ralph Devito, AD2, USNR, of NAS Floyd Bennett Field, N. Y. — the pin-scattering kegler who won the All-Navy bowling championship — is no flash-in-the-pan. He has been accurately whipping 'em down the alleys for 25 years, and has a record that few people in or out of the Navy can match. During his career Devito has rolled 17 perfect 300 games. Back in 1932 he was singled out in a Ripley "Believe-It-Or-Not" cartoon for rolling a perfect 300 game in *duck pins!* — Earl Smith, JOC, USN, ALL HANDS Sports Editor.



Two Outstanding Boxers

The Naval Training Center, San Diego, has turned up with two outstanding contenders for All-Navy boxing honors. Two of the station's fighters — Douglas Kirby, SA, usn, lightweight, and Thomas Allen, BM2, usn, middleweight — captured the San Diego Golden Gloves titles in their respective weight classes.

Much was expected of Kirby, a piston-fisted puncher, and he lived up to advance notices by scoring a KO and two decisive decisions to acquire the title. Big surprise of the tournament was Allen, a "sleeper" who proceeded in workmanlike fashion to outclass his first two opponents and then swarmed over his opposition for the middleweight crown.

Waves Learn About Waves

Forty-eight Waves stationed in the Pensacola area are back at their offices after getting their first taste of the sea.

The Navy girls left their dry-land billets long enough to go aboard uss *Cabot* (CVL 28) for a full day of carrier operations in the Gulf of Mexico.

The girls watched fascinated as *Cabot's* planes zoomed off and back onto the carrier's big, broad flight deck and appeared becomingly bewildered when they were shown the intricate devices on the ship's spacious bridge.

The 48 were also taken on a complete tour of the big carrier and were given a chance to get a close-up look at the department of the ship that corresponded to their particular billet ashore.

The purpose of the one-day cruise was to familiarize the Waves with carrier operations. It was said to mark the first time a group of this size had been embarked for an operation at sea.

The trim, slack-clad Waves thought the whole day was just fine except that everything seemed to move up and down all the time. The gently heaving decks under their feet caused many of the girls to seek the comforting atmosphere of the ship's sickbay before the day was out.

Reporting back to the mainland by radio as *Cabot* returned home at the end of the day's cruise, Captain Charles Lec, usn, *Cabot's* skipper, jokingly commented that the operation had been a complete success but that,

"Wobbly woe-begone Waves wish waves would wilt!"

Chief Cops Golf Cup

The first man to break 70 on Honolulu's tricky Navy-Marine golf course is George R. Soukup, HMC, USN.

Stationed at ComServPac, Soukup posted a blazing 69 on the par 72 course to win the Tripler Golf Association championship. This was a tournament open to all Army and Navy medical, hospital, and dental personnel stationed in the 14th Naval District. He scored 5 birdies, 2 bogies and 11 pars.

Chief Soukup has an amazing record as a golfer. A veteran of 14 years naval service, he began playing golf only three years ago. He won the San Diego Naval Hospital golf championship during his first year of play. Later the chief set a record on the Kaneohe Bay, Oahu, links by becoming the first person to get a birdie on this course.

High Speed Wind Tunnel

New high speeds in wind tunnel testing of larger-size plane models are being attained at NACA's Langley Laboratory, Langley Field, Va. The relatively new four-foot by four-foot supersonic wind tunnel operated there is capable of producing air speeds previously unknown in tunnels of its size.

Because of its roominess, the NACA tunnel permits the use of models containing instruments. (NACA stands for National Advisory Committee for Aeronautics.) A model



BOWLING ace F. C. Deitchman, ADC, copped high individual average and series trophies at AFB Clark.



BLAZING 69, 3 under par, earned George Soukup, HMC, the Tripler Golf Championship in Honolulu.

which was under investigation recently was 32 inches in wingspread, had movable controls and contained more than 300 pressure orifices.

More than three-fourths of a million cubic feet of air per minute flows through the tunnel while it is in operation. This air is set in motion by a seven-stage axial-flow turbine-type compressor which is 11 feet in diameter. The compressor has 1,137 blades and consumes 60,000 horsepower. Air speeds attained range up to two and two-tenths times the speed of sound.

A "nozzle" ahead of the tunnel's test section has flexible walls 25 feet long. Adjustment of these walls determines the speed of air to be developed. Gates can be closed to isolate the test section so that it can be entered without returning the whole tunnel to atmospheric pressure.

While the four-by-four wind tunnel has been in preliminary operation for some months, details were not released until recently. Besides the four-by-four wind tunnel described here, outstanding among NACA operated tunnels are: a 30-by-60 foot one, also at Langley Field, a six-by-six foot supersonic tunnel at Ames Aeronautical Laboratory, Moffet Field, Calif., a 40-by-80 foot tunnel at the same place and an eight-by-six foot tunnel at Lewis Flight Propulsion Research Laboratory at Cleveland Airport, Ohio. (See **ALL HANDS**, December 1948, pp. 2-5.)

Leech Trophy Matches in July

The Leech Trophy Matches — annual competition for the armed forces tennis championship — will be held on 28-29 July 1950. Top-seeded netmen of the Army, Navy and Air Force will clash on the courts of the Army-Navy Country Club in Arlington, Va.

The 12-man Navy team to compete in the inter-service matches will be selected following the All-Navy tennis tournament, which is being held at the Naval Academy, Annapolis, Md., during the week of 16 July 1950. The first day of play will pit the Navy against the Army, with the winning squad challenging the defending Air Force champions on the second day.

This year will be the 16th time the three-foot high Leech Trophy has been sought by top tennis stars of the Army and Navy, and the third year in which Air Force netmen have participated. Records for the previous 15 tournaments show the Navy has won the trophy 10 times, the Army four and the Air Force once.

A new individual trophy is being entered into inter-service competition for the first time this season. Called the Risely Bowl, it will be presented to the outstanding player in the tournament by the U. S. Lawn Tennis Association. Special matches between the number one seeded players of the three teams will determine who receives the award. The winner will retain the Risely Bowl for one year.



MOST VALUABLE player trophy was awarded B. Corbelli, YN3, for play on ComServPac basketball team.

Brief news items about other branches of the armed services.

★ ★ ★

TWO NATIONAL GUARD units — one in Maryland and one in Puerto Rico — won the Eisenhower Trophy in 1949 after winning it previously in 1948.

The Eisenhower Trophy was established in 1948 to be awarded each year to the outstanding company-size unit of the Army National Guard in each state. The District of Columbia, Hawaii, Puerto Rico and Alaska are included. Company A, 296th Infantry Regiment of San German, P. R., and Headquarters & Headquarters Company, 115th Infantry Regiment of Towson, Md., have been awarded the trophy for 1949 after having won it also for 1948.

The trophy, named after General of the Army Dwight D. Eisenhower, is a 15-inch cup. A smaller replica of the cup becomes the permanent possession of the winning unit. The large cup is retained only for a year unless the unit again wins the trophy.

Factors which guide judges in selecting winning units are: success in maintaining enlisted strength, performance in field and armory training and qualification in individual and crew-served weapons. Selection boards consist of the adjutant general of each state, the senior tactical Army commander in each state and the senior Army instructor.

The cups will be presented to the winning units this summer.

★ ★ ★

AN AIR FORCE fighter, the *Sabre*, has been "souped up" to give it greater speed and turning ability at high altitudes. The new model *Sabre*, the YF-86D, is a first cousin of the F-86A which now holds the official world's speed record of slightly over 670 miles per hour.

Powered by a J-47 jet engine, the new *Sabre* has been souped up by adding an auxiliary afterburner. Afterburning is a process of introducing fuel into the exhaust pipe and igniting it there with spark plugs, thereby giving

the plane an extra boost. Aside from the afterburner, the only other major alteration that distinguishes the Model D from the Model A *Sabre* is the installation of the intake duct for the jet engine under the nose rather than directly in the center of it. The new *Sabre* is three feet longer than the F-86A. These sleek *Sabres* are designed to climb quickly to "extreme" altitudes to intercept enemy planes.



UNUSUAL nose configuration is most apparent change in the latest model of the USAF's YF-86 *Sabre*.

DISCOVERY of part of the record-breaking rocket which soared 250 miles above the earth's surface a year ago has been announced by the Army. Body section of the "bumper" rocket, released from the V-2 mother missile at a height of 20 miles, was recovered near the north end of the 116-mile White Sands firing range at Las Cruces, N.M.

Nothing had been found of the projectile — an Army designed "WAC Corporal" — since it hurtled into space at 5,000 m.p.h. on 24 Feb 1949. The opinion had been advanced that it had disintegrated like a meteorite upon reentering the earth's atmosphere, but Army Ordnance denied at the time that this was likely.

Tail section of the recovered rocket is being tested by the Jet Propulsion Laboratory of the California Institute of Technology in order to find out what happened to it during its long skyward jaunt.

Among pieces recovered was an electric switch, in working order despite charring and rusting once broken contacts were replaced.

★ ★ ★

HERE'S A BIT of news close to the feminine heart — the Army's WACs are to get new uniforms.

Although the changeover from the old to the new uniform will be a gradual one and will not be apparent until well into 1951, the new-style uniform has been approved by the Army and is soon to go into production.

The big difference Army women will notice in their new apparel is that fewer pieces make up each uniform. For example, a one-piece summer dress has replaced the present four-piece summer uniform of jacket, skirt, shirt and tie. As a result of this reduction in items, the new uniforms will cost less.

The smart new designs are the product of months of research and review of fabrics, colors and designs by a committee of fashion experts who cooperated with the Army. The new uniform marks the first change in WAC uniform style since the original design of 1942.

★ ★ ★

OLD SERGEANT SYNDROME is the name given to the psychiatric disorder which causes normally well balanced soldiers to break down under battle neurosis, and through a study of its signs and symptoms Army medical experts now have a better insight into the workings of the human mind under stress and strain.

This syndrome was seen only in veteran troops that had gone through prolonged combat without relief. The psychiatrist who made the study, Major Robert Sobel, USA, was in a first-rate observation position, serving with the famous 34th "Red Bull" infantry division, the first to be sent to Europe in World War II and the division that spent more time in combat than any other.

The Army psychiatrist found the breakdown occurred in several stages: First defense to go was idealism, followed by loss of hatred toward the enemy. Then occurred self-delusion, in which the veteran indulged in the belief that relief was on its way "after the next hill." If this belief were unfulfilled for long, a quick deterioration of morale set in. Then, once a break in efficiency developed, self-confidence weakened.

Along with these mental troubles, physical signs became apparent, the Army noted. These were: muscular

tension, headache, shaking and tremor under stress, excessive perspiration, loss of appetite or nausea, sleeping difficulties, accelerated heartbeat, breathlessness and giddiness.

These "old sergeants," the report said, developed "a tendency to be the first in and the last to get out of a foxhole."

The best treatment: "Assign them jobs out of shellfire but close enough to the front for them to feel they were helping the men on the line."

★ ★ ★

FIFTY PICKED Army men set out last month on a 23-day test of a new Arctic trail ration in the Alaskan wastes.

The party of five officers and 45 enlisted men screened for physical fitness were split into a small headquarters and three test groups. One of these was to subsist on standard C combat rations supplemented to give 5,400 calories per day. The other two used the new pack—designated Ration, Arctic Trail (A-1)—which at three-and-a-half pounds weighs half as much as C ration plus supplement, and provides equal energy.

A-1 consists of dehydrated meat bars, premixed compressed cereal, seedless raisins, roasted almonds, sandwich cookies, biscuits, chocolate sticks, chocolate caps, soup mixes, cocoa beverage powder, plastic spoons, a pack of toilet paper, and a pack of cigarettes. An accessory packet contains bouillon powder, soluble tea and coffee, sugar tablets, dried and sweetened milk, candy-coated chewing gum and two books of safety matches.

During the field test periods, all men were to engage in simulated patrol or reconnaissance missions with full equipment, bringing their energy expenditure near the maximum. Point of the tests was to show whether A-1 measures up to all requirements, and how it compares with the standard C ration.

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A TEST CHAMBER simulating flight conditions at four times the speed of sound and at a height of 15 miles has been developed for the Air Force by Wright Aeronautical Corporation at Wood-Ridge, N. J.

Part of facilities capable of testing all types of jet engines, the chamber—of stainless steel, 12 feet in diameter and 96 feet long—is designed especially for testing supersonic ram-jets.

At the present time ram-jets up to 20 inches in diameter can be operated in the new chamber. The jet is mounted on a platform in the center, and air supplied by turbine compressors driven by 15,000 h. p. motors is delivered at the rate of 140 tons per hour. At the same time pressurized steam at 150 tons per hour is vented into the exhaust system. By varying pressures of incoming air and outlet steam, different altitude and speed conditions may be reproduced.

An elaborate cooling system jacketing the chamber with a layer of circulating water reduces heat which reaches 4,000 degrees F. near the exhaust end of the structure.

Ram-jet engines, a highly efficient type of power plant for speeds of 1,000 m.p.h. plus, are being considered for use in guided missiles and pilotless aircraft as well as for pilot-operated planes.

It's LIKE OLD TIMES at Cape Hatteras, N. C. The old 193-foot candy-striped lighthouse is back in service after a 15-year shut-down.

Having restored the footing around the towering lighthouse, the Coast Guard reactivated the historic guidepost early this year. A modern type steel structure had substituted for it since 1936. At that time, a receding shoreline appeared to endanger the old-time tower.

Coast Guard personnel have created some new land around the base of the lighthouse since that time. This they did by building a series of brush fences which caused a new sand dune to form. They planted sea grasses to anchor the dune, and one thing led to another until the shore line had retreated to a safe distance.

Built in 1890, the Cape Hatteras light is one of America's oldest—as well as its tallest. Its domain, the treacherous Diamond Shoals southeast of the Cape, is considered one of the deadliest ship traps on the U. S. east coast. There, the warm Gulf Stream encounters colder water from the north to cause strong currents as well as unpleasant weather conditions.

The structure now restored to service is regarded with strong attachment by people who live in the vicinity.

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MUCH MILITARY EQUIPMENT left behind during rapid demobilization at the end of World War II is being reconditioned under Army contracts.

The bulk of equipment being salvaged in the Pacific is shipped to Japan for reconditioning. Approximately 60,000 general purpose Army and Air Force vehicles are on hand there for rebuilding. These are being processed at the rate of 1,000 per month. Cost of reconditioning is a fraction of the original price.

In Europe, \$220,000,000 worth of equipment, including 38,000 vehicles, already has been rebuilt. There, the reconditioning program got under way earlier than in Japan. In the U. S. itself, overhaul of World War II military equipment is also moving along.



DETACHABLE fuselage of revolutionary, new XC-120 Pack Plane will solve many tough air transport problems.

LETTERS TO THE EDITOR

Transportation for Dependents

SIR: I was under the impression that after a man is advanced to second-class petty officer he is entitled to transportation for dependents from his home address as entered in his service record to the home port of his ship. Am I right? — F. L. L., CS2, USN.

• Not exactly. Second-class petty officers are entitled to transportation for their dependents on a permanent change of station, if they are in that rating at the time of change, provided dependency exists on that date. If in your case you have been recently made CS2, you will be entitled to transportation for your dependents when you make a subsequent permanent change, but not before. — Ed.

Which CPO Is Senior

SIR: As a CPO, I have little trouble figuring out whom I outrate, and who outrates me, but when a chief hospitalman says he is senior to chief boatswain's mates, gunner's mate and on down the line because he made chief before them, it is more than I can stand.

Please tell me: Who is senior, a chief hospitalman appointed to pay grade 1A on 1 Jan 1945 and to pay grade 1 on 1 Jan 1946, or a chief engineman rated pay grade 1A on 1 June 1945 and who has not yet been appointed to the top pay grade? — N. I. T., YNCA, USNR.

• The chief engineman is senior. The chief hospitalman has military and command precedence over other HMCs who were advanced to HMCA at a later date than he was appointed an acting appointment chief. He also has precedence over CPOs of junior ratings — such as DTCs and SDCs — but is junior to CPOs, both acting and permanent, of senior ratings such as boatswain's mates, gunner's mates and enginemen. Incidentally, both acting and permanent CPOs are now in pay grade 7, and receive the same rate of pay. — Ed.

Fighting Lady Carrier

SIR: Please inform me as to the name of the carrier used in the motion picture *Fighting Lady*. There are some hot arguments here and we have discussed at least four different carriers — Lexington, Yorktown, Enterprise, Essex, to mention a few. — E. N. C., YN2, USN.

• No carrier has been designated the *Fighting Lady* by the Navy Department. The motion picture *Fighting Lady* contains a composite of scenes shot aboard several different carriers. — Ed.

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letters to: Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

Permanent CWO

SIR: If a temporary officer's permanent rank is chief warrant officer, is he eligible for retirement after serving 20 years, 10 of which have been temporary commissioned service in a rank higher than chief warrant officer? — H. W. S., USN.

• Yes. A permanent chief warrant officer is not a temporary officer. He is a permanent officer and, if serving in a higher temporary grade, he is a permanent officer serving under a temporary appointment. — Ed.

BAQ for Service Couples

SIR: If husband and wife are both enlisted personnel of the seventh pay grade and maintained a home, would they, under the new pay bill, be each entitled to draw quarters allowance? Also, if quarters are available for either or both parties, would this exclude eligibility for quarters allowance? — J. F. L., HMC, USN.

• If two members of the service are married to each other, neither is considered to have a dependent because of such marriage, since neither is actually dependent. Therefore, the male member cannot draw BAQ for a wife, nor may the female member draw BAQ for a husband. However, each may be entitled to BAQ in his or her own right provided quarters are not available for each member's own occupancy. We have the following possible cases:

(1) Separate quarters available for male member and also for female member — no entitlement to BAQ.

(2) Separate quarters available for male member, no quarters available for female — female member entitled to BAQ in own right at \$45.

(3) Separate quarters available for female member and no quarters available for male member — male member entitled to BAQ at \$45.

(4) No separate quarters available for either member — both entitled to BAQ at \$45 (total for the family of \$90).

(5) Public quarters available and assigned where members may live together — no entitlement to BAQ exists. — Ed.

Want Duty with AFRS?

SIR: I am very much interested in getting into the Armed Forces Radio Service as I have had experience in that line of work in civilian life. Last July I submitted a letter to BuPers via AFRS and Com 11 requesting transfer to that line of work, and the reply from the Bureau was that there were no openings in the Navy unit at that time.

(1) Can you give me any information that would help me in acquiring said duty?

(2) I was much interested in your article "Learning to Give the World the Word" (ALL HANDS, January 1949, pp. 20-22) on the Armed Forces Information School at Carlisle Barracks, Pa. What are the qualifications for getting into this school? — D. E. A., QM3, USN.

• (1) Your best bet is to request duty at the Carlisle school, where script writing, broadcasting, etc., are part of the subject matter in courses for enlisted personnel. Then see about getting into AFRS.

(2) Qualifications for enrollment at the Armed Forces Information School are set forth in BuPers Circ. Ltr. 120-49 (NDB 31 July 1949). Enlisted personnel must be of grade 5 or above; have at least one year of remaining active service upon completion of course; have a Navy GCT score of 50 or higher, or have an average standard score of 100 or higher on reading and vocabulary test (RV) and arithmetic reasoning (AR); be a high school graduate or equivalent based upon the GED test; present a neat military appearance and possess good conversational ability; and demonstrate a genuine desire to attend the course.

Commands must submit requests for quotas to the Chief of Naval Personnel at least 30 days prior to convening date of the requested class. — Ed.

Sickbay Time as Shore Duty

SIR: If a man goes from a fleet activity to a hospital for medical treatment and is hospitalized for a period of 12 months or more, is he considered to have been in a shore duty status and does this time count as a normal tour of shore duty? — J. W. D., TMC, USN.

• Cases of this nature are reviewed by the Bureau of Naval Personnel on their individual merits. Your request should be sent via official channels to: Chief of Naval Personnel (Attn: Pers 6305), Navy Department, Washington 25, D. C. — Ed.

Can You Prove You're a Veteran?

SIR: In ALL HANDS, February 1950, p. 5, you describe a new "Certificate of Service" card issued to personnel separated from the Navy after 1 Jan 1950. It seems that some type of certificate, similar to an honorable discharge, should be issued to Regular Navy personnel who served during World War II and have not yet been discharged. It should be impressive enough to convince various local officials that the holder is a veteran even though he has not been discharged.

In September 1945, after 44 months of war-time sea and overseas duty, I commenced a tour of shore duty and attempted to get a telephone in my home. I was refused a priority because I could produce no convincing evidence that I was a veteran. I have encountered similar difficulties elsewhere.

Since I hope to continue my service in the Navy, without discharge, for the rest of my life, this problem will undoubtedly continue until solved. I believe there are many others in the same situation. — J. C. B., CDR, SC, USN.

• All ships and stations were directed by BuPers Circ. Ltr. 96-48 (now cancelled) to issue a Certificate of Satisfactory Service (Officer's diploma-type) to those personnel who served honorably on active duty as officers between 16 Sept 1940 and 31 Dec 1946. This certificate was issued in the name of the President and bore the signature of the Secretary of the Navy.

The authority mentioned above for issuing this certificate was cancelled by omission from the January-June 1948 AS&SL, and the terminating date ships and stations could issue this certificate was 31 Dec 1948. However, eligible personnel who have not previously been issued a Certificate of Satisfactory Service (Officer's diploma-type) may request one from the Chief of Naval Personnel, attention Pers-8284. — Ed.

Helicopter Schools

SIR: I would appreciate information concerning helicopter schools and the proper method for application. Such information is not available at this command. — J. I. T., MSCT, USMC.

• Training for Marine Corps and Navy helicopter pilots (designated naval aviator and aviation pilots) is conducted at the Naval Air Station, Lakehurst, N. J.

Normally, only pilots assigned to Marine Helicopter Squadron One or those needed to man rescue helicopter aircraft at Marine Corps air stations are ordered to Lakehurst for this training.

There are no formal helicopter maintenance schools available to Navy or Marine Corps personnel. This type of training is conducted on-the-job at Marine Helicopter Squadron One at the Marine Corps Air Station, Quantico, Va., for Marine personnel. — Ed.

Officer Retirement After 20

SIR: Have any line officers been voluntarily retired after 20 years active service? Staff Corps officers? Medical officers? — J. A. M., CDR, MC, USN.

• Line, staff and Medical Corps officers have been retired upon the completion of 20 years of service. Retirement, however, is at the discretion of the President of the United States, and is dependent on the exigencies of the service. — Ed.

Addendum on the New Pay Law

SIR: (1) Since you published in the November 1949 issue of ALL HANDS a table showing the monthly pay and allowances for officers and enlisted men on active duty, I wonder if you would publish a similar table for those of us who are drawing retainer or retired pay? There are several former Navy men on the retired list that I know around here. Most of us get ALL HANDS every month and would appreciate such a table very much.

(2) Is a man in the Fleet Reserve or on the retired list entitled to hospitalization? If so, can he be admitted to a Veterans Administration hospital as well as to a Naval hospital? — W. J. S., MMC, USN (Ret).

• (1) By now, you and your fellow retired buddies should have received a letter from the Bureau of Supplies and Accounts telling you exactly how your retired pay or retainer pay is to be computed under the new pay law (see ALL HANDS, March 1950, p. 56).

Roughly though, retired and retainer pay is computed at 2½ per cent of basic pay of the applicable rate times the number of years active service (a fraction of a year greater than six months counts as a full year) you have.

(2) Yes. Personnel in the Fleet Reserve and on the retired list are "veterans" and as such are entitled to medical treatment and hospitalization in VA hospitals with no deductions for subsistence while under medical care. If one of the VA hospitals, however, cannot take you, admission will be granted if necessary at a naval hospital on presentation of suitable identification. — Ed.

Rank and Pay at Retirement

SIR: My authorization to wear the combat distinguishing device on the Commendation Ribbon states that determination of eligibility to retirement at next highest rank and retirement at three-fourths pay of rank held at time of retirement will be adjudicated and forwarded to the Secretary of the Navy for approval when retirement is imminent.

I am aware that this procedure has been set up pursuant to section 412(a) Public Law 381, but it is not clear to me how this works out if I am reverted to my permanent rating of ETC prior to retirement and therefore am in an enlisted status until retired at my World War II rank of CHRELE by reason of having received a Certificate of Satisfactory Service.

It appears to me that if I am reverted I will not hold any rank at time of retirement. Am I correct in believing that for those eligible, retirement pay will be three-fourths of active duty pay immediately prior to retirement and that advancement to next highest rank on the retired list is only honorary? — A. D. H., CHRELE, USN.

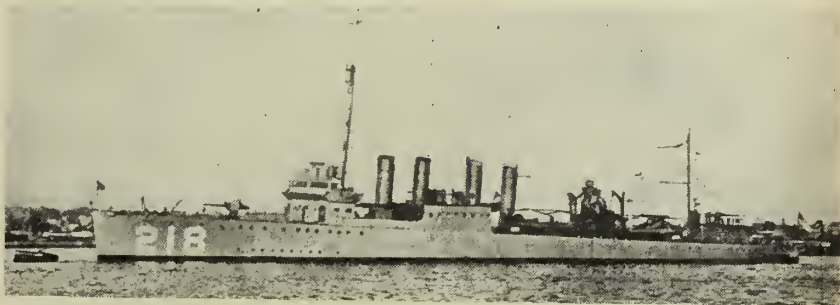
• If you retired in enlisted status, Sec. 412(a), P. L. 381-80 would not be applicable. Public Law 351, 81st Congress, has deleted the words "and with three-fourths of the active-duty pay of the grade in which serving at time of retirement." In view thereof, no monetary benefits may accrue to those eligible. — Ed.

'Four-Pipers' No Speed Demons

SIR: The other night an old buddy of mine who was commanding officer of a tin can during World War I claimed that those old "four-pipers" were much faster than our present day destroyers and could, in fact, run circles around them.

My friend also claimed they could get well over 40 knots out of the one he was on and there were several, especially equipped for speed, that logged over 50. What's the scoop? — D. O., SO2, USNR.

• Full speed of a present day destroyer is much higher than that of the "four-pipers" of World War I. The speed of those 1200-ton destroyers was well under 40 knots. — Ed.



FOUR PIPER of World War I would be left in the wake of hopped up, modern destroyers.

CPOs and Sergeants

SIR: (1) What is considered equivalent to Navy CPO and PO1 ratings in the Marine Corps?

(2) Is staff sergeant in the Marine Corps equivalent to the rating of PO1 in the Navy?

(3) Is it considered proper for a capable PO1 to be assigned combined military and specialist duties under a Marine staff sergeant? — W. K. G., AD2, USNR.

• (1) *The Marine Corps equivalent by pay grade to Navy CPO is master sergeant, since both ratings are in the seventh pay grade. Equivalent of a PO1 in the Navy is the Marine Corps rating of technical sergeant, since both are in the sixth pay grade.*

(2) *Staff sergeant is below PO1 in equivalent rating, and equal to PO2 in the Navy.*

(3) *Under the circumstances you described the PO1 would normally be placed in charge since a PO1 is senior to a staff sergeant of the Marine Corps. However, there is nothing to prevent a commanding officer designating a junior enlisted man to assume charge of a detail which may include senior enlisted personnel, when he believes that the junior is better qualified to perform the duties in question. — Ed.*

Promotions to WO and CWO

SIR: I attained my warrant rank in September 1946. According to the December issue of ALL HANDS, my date of rank has been advanced to 7 Aug 1947. When will I be eligible for promotion to chief warrant?

If and when examinations for warrant rank are resumed, will I be able to make my present rank permanent by taking and passing the exam and will my service as temporary count toward chief? — E. P., RELE, USN.

• *The recommendations of the board referred to in paragraph 3 of Alnav 97-49 (NDB, 15 Oct 1949) for placement*

Wants Overseas Shore Duty

SIR: Just what is the procedure in applying for overseas shore duty and where may I obtain further information on places available? I completed a year and a half of active duty as of 9 Jan 1950. — J. W., FA, USN.

• *Assignment and distribution of enlisted personnel for overseas shore duty is under the administrative command of the service force commanders. Your request therefore, should be submitted to the appropriate service force commander (ComservLant or ComservPac) at such time as you are under the administrative command of either of these commanders. BuPers Circ. Ltr. 189-48 (NDB, 15 Oct 1948) contains detailed information on this subject. — Ed.*

Displaying Ensign and Personal Flags

SIR: I would like to know the correct way the national colors and personal flag are to be flown when on the same mast ashore, as, for example, at a Naval Shipyard. Articles 2173 and 2174, U. S. Navy Regulations, 1948, seem to be at variance on this score. The flags are flown at present in the manner sketched. — A Serviceman.

• *No regulations appear to be violated in displaying the ensign and personal flag as shown in this sketch.*

The manner in which the ensign and personal flag are displayed, showing a mast having a gaff, seems to be the best adaptable. Article 2173, U. S. Navy Regulations, is not applicable and Article 2174 is silent on this point. — Ed.



in higher warrant grade of permanent commissioned warrant officers who have served or are serving in higher rank have been approved by the Secretary of the Navy and will be published to the service in the near future.

All further advancement in warrant pay grade of both commissioned warrant and warrant officers will be in accordance with regulations, the details of which will be announced to the service when approved by the Secretary of the Navy. — Ed.

Care of FR Dependents

SIR: Under what circumstances may the dependent wife of a Fleet Reservist obtain treatment or medical examinations at a naval hospital? — A. G. A., RMC, USNR.

• *Fleet Reserve and retired naval enlisted personnel are eligible for hospitalization and out-patient care of dependents under provisions of Public Law 51, 78th Congress 1943. Under the provisions of that Act the term "dependents" is as follows:*

"The term 'dependents' shall include a lawful wife, unmarried dependent child (or children) under 21 years of age, and the mother and father of a member of the Navy or Marine Corps if in fact such mother or father is dependent on such member. The term 'child (or children)' shall include a natural or adopted child or stepchild. The widows but not the children of deceased naval and Marine Corps personnel shall be entitled to hospital care in like manner as dependents."

These dependents may be treated in a naval hospital they may select upon presentation of suitable identification. Admission of dependents is contingent

upon the opinion of the medical examiner as to whether hospitalization is necessary in the individual case. If, in the opinion of the medical examiner, dependents are admitted for in-patient care they will be charged at the rate of \$1.75 per diem. This charge includes all hospital services and charges for subsistence.

Suitable identification is form Nav-Med 562, Dependents' Identification Card, which the man may obtain from the commandant or the office carrying his records. If this form is not available, other suitable identification cards may be used such as a commissary, Navy exchange, or post exchange card.

Dependents of naval personnel are admitted for all diseases and conditions except contagious, mental and chronic diseases requiring prolonged domiciliary care.

Ambulance service for dependents to and from the hospital is not furnished by the government. — Ed.

ComRats and Saved Pay

SIR: My commuted rations were stopped when I was transferred to the Naval Hospital in Philadelphia for treatment last October. Upon my return to my duty station, I was told that I could not have my commuted rations back as long as I was on saved pay.

Although the legal aspects were explained to me, I still do not understand why I can't have commuted rations regardless of which pay bill I come under as long as I rate them.

The same thing has happened to others at this station upon their transfer to temporary duty and their return. Was this an intentional provision or was it an oversight by the drafters of the new pay bill? — R. H. S., AMC, USN.

• *This question has been presented to the Comptroller General for an advance decision.*

Pending such decision the following must apply: You would not be entitled to credit of commuted rations if your pay computed under laws in effect on 30 Sept 1949 excluding credit of commuted rations, was greater than your pay computed under the provisions of the Career Compensation Act including credit of commuted rations, both rates computed as of the effective date of order to commute rations upon return from the hospital. — Ed.

Housing on Fair Basis

SIR: What rules or regulations govern housing aboard a station when both sea and shore duty personnel are involved? Here at Boca Chica Field, there are two squadrons on sea duty, a blimp squadron outfit which is on shore duty and NAS personnel. The squadrons have 50 per cent of the apartments.

Is it up to the commanding officer to designate what per cent of the housing

goes to shore duty personnel? Or, would Navy Regulations have something to the effect that sea duty personnel are supposed to rate more housing?

Perhaps BuPers might issue specific orders as to how Navy housing could be managed on an equitable basis.—F.O.K., ANC, USN.

• *The Navy's housing policy is established by the Secretary of the Navy. An excerpt from that policy dealing with isolated continental stations, and which applies to Key West, reads as follows:*

"Housing will be provided by the Navy, within the limits of available funds, for all officers and men (and their families) including civilians, attached to isolated stations, including all officers and men assigned to Station or District Craft, shore-based aviation units, submarine units regularly assigned to the base (not on a temporary or rotational basis), headquarters of fleet units specified by the Chief of Naval Operations, and vessels of the reserve fleets."

The above puts personnel of "shore-based aviation units" in the same category as personnel regularly assigned to the station insofar as eligibility for Navy housing is concerned.—ED.

Requirements for Readvancement

SIR: I was rated an EM1(IC) on 1 May 1946 and served as such until the end of my enlistment. I reenlisted to attend electronics technician's school (Class A). During my last 15 weeks of training, the school was transferred to a new location, resulting in the instruction being curtailed during this period, and consequently I was unable to qualify professionally for the rating of ET1. However, I was changed to that rating upon completion of the course. Subsequently I was reduced in rating to ET2 for lack of qualifications to hold rating, under the authority of BuPers Manual, Art. C7211(3).

Upon investigation, I find that I am unable to change my rate back to either EM1 or IC1, but if desiring a change in rate, would have to be examined and have a NavPers 624 completed for change to EM2 or IC2. I would like to know if (1) if I change back to either EM2 or IC2, will I have to again complete the time in rate requirements for advancement to first class? (2) Would it make any difference if I were transferred to another command?—A. N. K., ET2, USN.

• (1) No, you will not be required to serve any set length of time to become eligible for re-advancement to higher pay grade. However, BuPers Circ. Ltr. 12-50 (NDB, 31 January 1950) requires that you compete with all other personnel eligible for advancement. The proficiency in rate marks requirement does not apply in your case. (2) Your transfer would not affect such eligibility.—ED.

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying The Editor, All Hands Magazine, Room 1809, Bureau of Personnel, Navy Department, Washington 25, D. C. four or more months in advance.

• *Fifth Marine Division*—5th MarDiv Association to hold its second annual convention 24-26 August at Los Angeles, Calif. Convention chairman is LtCol S. Francis Zeiler, USMCR. Members will visit Camp Pendleton and Hollywood, hold business sessions, unit reunions, a banquet and a ball. Details will come later.

• *Officers of uss Langley (CVL 27)*—Reunion on 13 May 1950 in Washington, D. C. Festivities start at 1900 in the main ballroom of the Hotel 2400, situated at 2400 Sixteenth St., Washington. This is the fourth *Langley* reunion, others having been held in Philadelphia, New York and Virginia Beach. In charge of arrangements is LCDR Herbert Ladley, USN, who may be reached by phone by calling the Washington telephone number REpublic 7400, extension 61006. Correspondence should be addressed to him at: CNO Op322V, Navy Department, Washington 25, D. C.

• *uss Davis (DD 395)*—All former crew members interested in getting together for a reunion in Washington, D. C., in the near future should contact William P. Crewe, 16 Williams Lane, Chevy Chase, Md., or Ralph F. McCann, 115 Wesmond Dr., Alexandria, Va.

• *Officers of uss Shangri-La (CV 38)*—Reunion dinner planned to start at 1830 on 1 May 1950 at the Commissioned Officers Mess, Naval Gun Factory, Washington, D. C. Information as to the dining room location available by inquiry at the Naval Gun Factory gate. For other information, write to or call Lieutenant F. J. Scanlan, USN, Room G838 Arlington Annex, Bureau of Naval Personnel, Navy Department, Washington, D. C. Former officers and wives invited.

• *73rd Construction Battalion*: A reunion will be held on 3, 4 June 1950, at the Statler Hotel, St. Louis, Mo. For additional information write Mr. George J. Deans, 23 Butler Ave., Ambler, Pa.

• *CBMU 575*: Former members of this unit will meet on 6 May 1950 at the Robert Treet Hotel, Newark, N. J. The reunion committee is anxious to contact their former CO, LCDR Paul A. Harper, CEC. For information write to A. Brogan, 1075 Dewey Place, Elizabeth, N. J.

• *USS Biloxi (CL 80)*: Annual reunion of all former shipmates will be

held in New York City on 8, 9 July 1950. Interested personnel should write either Mr. Leonard A. Smith, 207 W. Duncannon Ave., Philadelphia 20, Pa., or James T. Maddrey, 619 N. 38th St., Richmond, Va.

• *uss Brooklyn (CL 40)*: All former crew members interested in participating in or helping to make arrangements for an annual reunion dance of the "Mighty B" to be held sometime this year should write Robert J. Gee, 348 Powers Ave., Box 54, New York City, or Mitch George, 163 Nevins St., Brooklyn, N. Y.

• *uss Hale (DD 642)*: A ship's reunion is tentatively planned for December 1950, in New York City. Former crew members are requested to write George R. Fahnestock, c/o U. S. Forest Service, Gardiner, Mont. Suggestions will be welcomed as to exact date, place and kind of affair, as well as personal news.

• *uss YMS 15*: All former shipmates who are interested in a reunion either in Boston or New York should write to Sumner M. Brown, Principal, Point Road School, Marion, Mass.

• *uss Opal (PYC 8)*: Former shipmates who are interested in participating or helping to make arrangements for the first annual reunion of this ship, with place and date still to be decided, should write LCDR Bailey Cowan, 10 East 40th St., Room 3405, New York, N. Y.

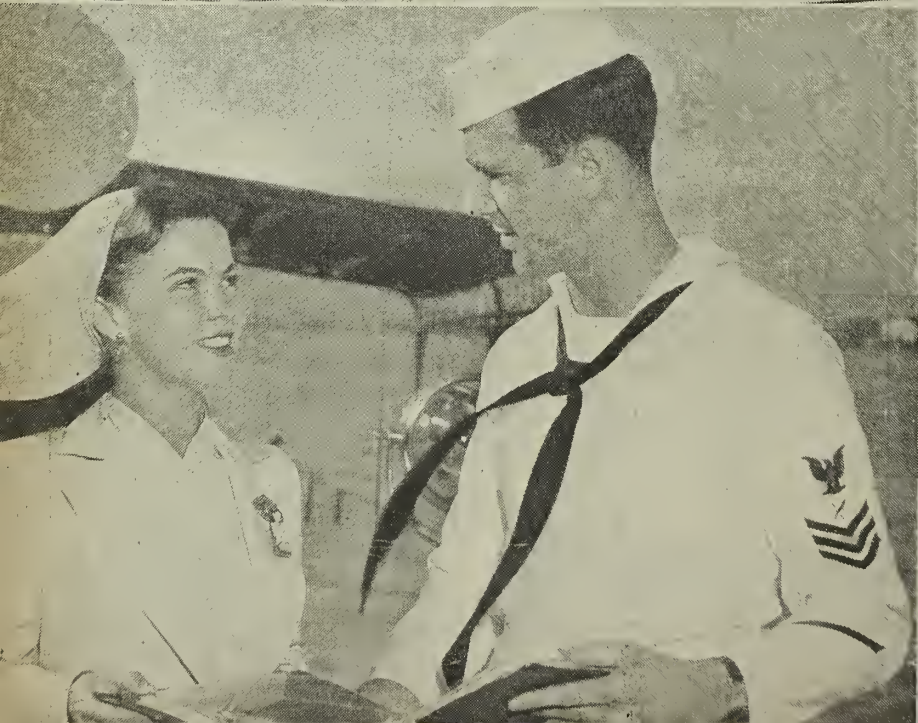
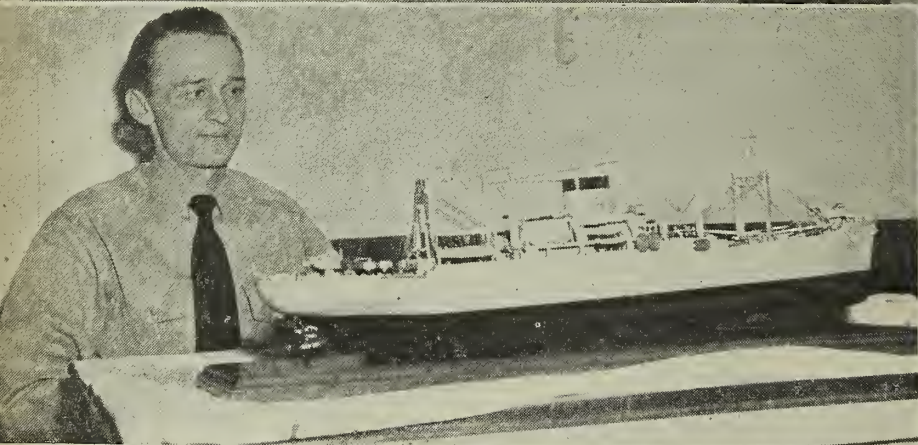
• *uss Mobile (CL 63)*: Plans for a reunion of former shipmates are being made, to be held at the Shamrock Hotel, Houston, Tex. Interested personnel should write Travis N. Price, c/o Nacogdoches Business College, Nacogdoches, Tex.

• *uss Mountrail (APA 213)*: Former crew members interested in holding a reunion should write Lieutenant Fred C. McCall, 2819 SW 167th Place, Seattle, Wash., or Commander R. R. Stevens, 8614 Wallingford Ave., Seattle, Wash. Time and place will be decided upon later.

• *Standard Landing Craft Unit 14*: Emil A. Gonzales, of 2141 Judah St., San Francisco 22, Calif., is interested in helping organize a reunion of this unit in San Francisco.

• *uss PC 1205*: Former crew members of this ship who are interested in a reunion are requested to write James L. Byrne, 1113 Country Club Road, Fairmont, W. Va.

• *uss Yukon (AF 9)*: A reunion of all former crew members is planned for this summer, in New York City. All interested personnel should write Alfred J. Clark, 59 Christie Ave., Clifton, N. J.



TODAY'S NAVY

Carrier and A-A Cruiser Will Be Kept on Duty with Fleet; 'Mo' to be Training Ship

Three million dollars that will be saved when the battleship *USS Missouri* is turned into a training ship, will go toward paying the operating costs of an additional aircraft carrier and anti-aircraft cruiser for the active fleet.

USS Missouri (BB 63), now the only battlegoon remaining in the active fleet, will become the largest training ship afloat sometime in late spring.

This savings, as well as savings made in certain shore establishments, will free enough funds to enable one *Essex*-class carrier, *USS Philippine Sea* (CV 47), and one anti-aircraft cruiser, *USS Juneau* (CLAA 119), to be kept on duty with the active fleet.

Retention of *Philippine Sea* will give the Navy three carriers in the Pacific Fleet, one of which is in Far Eastern waters at all times, and four

in the Atlantic Fleet, one of which is stationed in the Mediterranean.

"The Department of the Navy is exerting every effort to translate available appropriations into maximum fighting strength and mobilization potential," Admiral Forrest P. Sherman, USN, Chief of Naval Operations, said.

Not only, he said, "have economies already effected permitted increasing previously planned fleet strength by one large carrier and one cruiser," but these economies will also be used to "provide additional equipment for anti-submarine warfare and to augment general readiness. They are also an important contributing factor in retaining two additional Marine battalions."

Wind Tunnel Sets New Record

Bigger winds had blown in smaller wind tunnels, but never had such a strong wind blown in such a large tunnel. That was the way things stood after an air speed of 4,960 miles per hour was attained in NOL's 16-inch wind tunnel at White Oak, Md.

The new record, six and one-half times the speed of sound, shatters the tunnel's own previous record. While smaller tunnels have created even higher wind speeds, the 4,960 mph speed is the highest ever attained in a wind tunnel as large as 16 inches square. The new high speed was brought about by installing brass plates within the tunnel's air nozzle to restrict the flow even more than was previously possible.

← The Navy in Pictures

PORTREX PRACTICE—Personnel clamber down nets on *USS Burlson* and load into LCVPs off Little Creek, Va. (upper right). Top left: Members of San Juan Area basketball team donated badly needed blood for transfusions to two Puerto Rican children. Left center: George A. Dedic, DCC, worked 22 months to build model of *USS President Jackson*. Bottom left: At Pearl Harbor, H. George Baker, JO1, shows Shirley Temple album of pictures taken during the infamous attack. Lower right: Shower of rice marks unification ceremony featuring Air Force's CPL Virginia G. Woodward and Navy's Ralph Segheis, PH2.

YESTERDAY'S NAVY



Japs lost 11 ships, 12 damaged during Battle of Coral Sea 4-7 May 1942. U. S. Marines recaptured Norfolk Navy Yard 25 May 1862. LT DeHaven, USN, started for Arctic in search of Sir John Franklin, R.N., 26 May 1850.

MAY 1950

SUN	MON	TUE	WED	THU	FRI	SAT
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28	29	30	31			



OUTSTANDING Recruit Company 49-238 of Recruit Training Command, San Diego, was awarded Efficiency Pennant and coveted Excellency Trophy.

U. S. Navy Officer Honored

First non-British winner of the McKenna Trophy, coveted prize of Great Britain's Empire Test School, is a U. S. Navy lieutenant commander who won the award on the basis of being the "best all-around student in each course."

The presentation was made to Lieutenant Commander Joseph G. Smith, USN, at Farnborough, England. Competing students in the year-long course at the British service school include pilots from all parts of the British Empire, the U. S. Navy and the U. S. Air Force.

The Royal Air Force school accorded much recognition and prestige to the Navy officer and the Navy's air arm.

New Air-to-Air Rocket

A small, powerful air-to-air rocket designed for use by high-speed planes against other high-speed aircraft has been developed by the Navy's Bureau of Ordnance. It is the first successful air-to-air rocket ever built.

Named the "Mighty Mouse," the new rocket is compact enough to be carried in quantity by the mother plane, yet fast and devastating. One rocket — scoring a direct hit — will destroy any known plane.

The "Mighty Mouse" was successfully test-fired by a Navy attack plane, the *Skyraider*, at the Naval Ordnance Test Station, Inyokern, Calif. The new rocket is built with

folding fins, which reduce air resistance on the mother plane and permit it to carry a larger number of the missiles. It is designed for use with a new type of airplane rocket launcher under development by the Navy.

To fire the rocket, the launching plane is aimed at the target and the rockets are cut loose either singly or in salvos from the launcher, which is attached to the plane's wings or fuselage. The rocket's fins fold together while in the launcher and extend outward to their normal flight position when the rocket is fired.



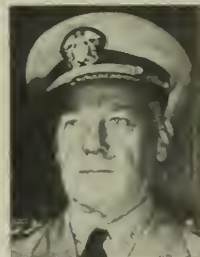
CREW at quarters, the destroyer *USS Wallace L. Lind* (DD 703) steams slowly into the harbor at Venice, Italy. Doge's Palace is in the background.

First Chief of Information

Vice Admiral Russell S. Berkey, USN, now commander of the Seventh Fleet in the Western Pacific, will soon become the Navy's first Chief of Information.

In his newly-created billet, Vice Admiral Berkey will act as advisor to the Secretary of the Navy and Chief of Naval Operations, and will coordinate the public information and civil relations policies and programs of the Navy and Marine Corps.

Public relations policies made by the Chief of Information will be implemented by



VADM Berkey

the Office of Public Relations, which will continue to function as in the past. Captain Harry E. Sears, USN, who has been acting as Chief of Public Relations, will continue to head this office with the new title of Director of Public Relations.

One of the main duties of the Chief of Information will be to keep personnel of the Navy, Marine Corps and Reserves informed on current policies and programs of the Department of the Navy.

Vice Admiral Berkey has had previous experience in public relations. He was director of the Civil Liaison Division, Office of Public Relations, in 1945-46.

Neptune Packs Potent Punch

A new version of the long-range PV2 *Neptune* patrol plane will soon be winging over Navy-patrolled sea lanes.

Specifically designed to meet the threat of snorkel-type submarines, the new plane — designated the P2V4 — has many improvements over earlier models. Most important of these is a sensitive new search radar which can accurately locate small targets (such as snorkel tubes) over a larger area than was previously possible.

The twin-engine P2V4 packs a powerful punch. Its bristling armament of rockets, cannon, torpedoes, mines and bombs, assisted by the latest electronic equipment make it a potent antisubmarine weapon.

Full use of magnetic detection gear and sonobuoys to detect submarines will be made by the new patrol plane. This method of pinning down submarines was developed during World War II, and consists of dropping small radio buoys in specific patterns over an area of ocean in which a sub is suspected. When the buoys alight on the water they release a hydrophone which sinks to a predetermined depth. The throb of the submarine's propellers is detected by this sensitive instrument, and broadcast by a transmitter within the buoy. Receivers on board the plane enable skilled operators to plot the submarine's position by the relative noise level.

A new "compound" engine is being installed in many of the P2V4s to in-



POWERFUL weapon in the Navy's anti-submarine arsenal, newest *Neptune* carries latest gear for the detection and destruction of enemy snorkel subs.

crease their range and speed. In this engine, the exhaust gases of the regular reciprocating engines are passed through turbines which, geared to the main crankshaft, deliver additional power to the propellers. Wing tip fuel tanks increase the range.

This new model of the famed "Truculent Turtle," (which holds the world's non-refueling distance record of 11,236 miles) has a variety of comfort features to combat crew fatigue on extended flights. These include a galley for serving hot meals, bunks, heating and ventilating equipment and adequate space for relief crew members.

Squadrons of P2V *Neptunes* have

been maintained in Alaska, Newfoundland and the Caribbean for the past few years by the Navy. They have proved effective in conducting long-range search under all weather conditions. The big planes have made more than 100 takeoffs from aircraft carriers.

Navy Bomber Sets Record

"The next flight will probably break our record," said the skipper of the *Neptune* Navy bomber which had just completed a record-breaking carrier-launched flight. In fact, this particular *Neptune* still had enough gas aboard for another 500 miles or so upon landing.

The 5,060-mile flight began aboard the aircraft carrier *Franklin D. Roosevelt* (CVB 42), off the U. S. Atlantic coast. It ended at Mills Field, South San Francisco, Calif., after crossing the Bahamas, the Canal Zone, Nicaragua, and parts of Mexico. Time in flight was a little less than 26 hours. The previous distance record for carrier-based planes, also set by a *Neptune*, was exceeded by 180 miles.

Seven crew members manned the P2V-2 on its trail-blazing jaunt. Gross weight at takeoff was 64,500 pounds — five and one-fourth tons less than the plane's maximum gross weight. The *Neptune's* wheels were clear of the deck before the plane had covered half the carrier's deck length. Jato units assisted the plane's two motors in whisking the lightly laden aircraft aloft.

The P2V-2 *Neptune* is considered one of America's most useful and versatile military planes.



UNIFIED force of SPs and MPs, including J. Ritchy, AM2, and Sgt. J. Kunsman, handle military personnel in the Norfolk area for Exercise Portrex.



BAIL-OUT technique employed by the pilot of Navy's F3D Skyknight, utilizing a chute through the cockpit floor, is being tested at El Centro, Calif.

Cockpit Capsule

In its search for increased pilot safety, the Navy is looking forward to the day when increased speed and ceiling of aircraft will make the current ejectable pilot seat outmoded.

One answer being developed to the problems of cold, windblast and lack of oxygen confronting an aviator bailing out at high speed and altitude is the cockpit capsule—a streamlined gadget clamped to the plane's fuse-

lage so that it hugs closer than a flea on a dog's back.

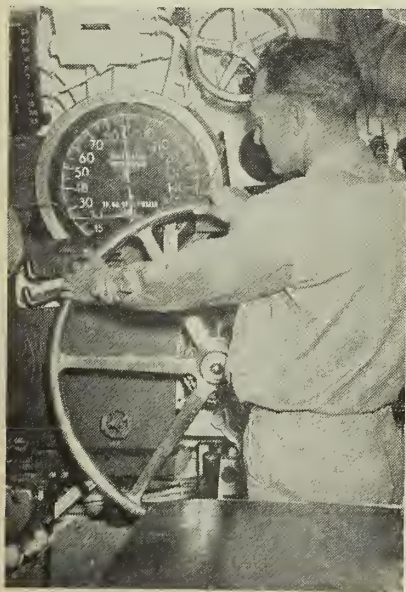
So built that it does not disturb the airflow of the plane, the capsule unhitches itself when the pilot or aircrewman moves a lever, and is propelled up and away from the plane's structure. Automatically it spreads fins and releases a small drogue parachute to prevent tumbling even at decreasing speed.

Then a large chute is deployed which brings the entire capsule to earth at a landing speed only slightly above that of ordinary parachute landings.

On the way down the capsule is pressurized and insulated from cold stratosphere temperatures. But if a pilot wishes to bail out from the capsule in a hurry, he can pull another lever and descend in his own parachute.

Ordinarily he'd do well to stick with the capsule, however, for its usefulness is by no means ended upon landing. If landing is effected on water, the thing floats like a boat. If it lands in the Arctic, it affords protection against weather. Of course it's equipped with provisions designed to aid the flyer's chances of survival in wild or dangerous areas.

In short, though no claim has been made that it will alleviate the current housing shortage, it's equipped with practically everything but inside plumbing and a cooking range.



DEPTH GAUGE reading is false. The training sub USS Gurnard is actually fast to her Pearl Harbor dock.

Pacific Paradise

Life on a Pacific island in peacetime isn't exactly a bowl of coconuts, but it isn't bad either, the Navy has discovered.

With the dark shadow of war lifted, the sunny, tranquil islands of the central Pacific are pretty well back to normal once more.

Islands with familiar names—Majuro, Kwajalein, Ponape, Truk, Saipan, Yap and Peleliu—lie silent, sandy specks on the broad ocean, the natives once again enjoying an undisturbed existence in their clustered villages.

So says the Navy in its second annual report to the United Nations on the U. S. trusteeship in the Pacific. No one is getting rich, but no one is starving either, the report states.

The uncomplicated economies of the islands are more or less in balance. Income from exports of copra for coconut oil and artistic handicraft items provide the cash for such simple wants of the natives as soap, cloth, cigarets and shoe polish.

Most of the other needs of the islanders can be fulfilled within easy distance of their front yards. They can hook fish out of the lagoons and collect piles of good-eating coconuts from the trees that dot the islands. To build a house, one has merely to go out and chop down a couple of palms.

To give the islands under its care a slightly more varied diet, the Navy has helped to import 38 heifers and six bulls which will be used to form the beginnings of a dairy herd in the Trust Territories.

To aid the expanding economy of the islands, the door has recently been thrown open to outside shipping concerns to circulate freely in the 2400-mile-wide expanse of water and islands. Heretofore, the Navy-operated Island Trading Company has had to carry the entire load.

War has been declared on the chief economic pest in the islands, the coconut beetle.

Not only the beetle but also the ballot is coming in for its share of attention. Power of government rests with the Navy, the report says, but the natives are taking over more and more local and regional administration. Future plans call for even wider native participation in island governments.

The secret ballot has been installed and the people are rapidly learning.

its use. To urge as many as possible to vote, and yet keep the vote relatively secret, however, is a bit of a problem since many islanders are illiterate and can't read the lists of candidates.

One native affairs officer neatly solved this problem by standing beside the polling booth, holding aloft large pictures of the opposing candidates. As the voters filed past, they took a good look at the pictures, then pointed to the man they wanted. Their votes were duly recorded.

Flag Rank Orders

Flag rank orders for last month:

Vice Admiral Oscar C. Badger, USN, Office of Chief of Naval Operations, ordered to Commander Eastern Sea Frontier for duty.

Vice Admiral John D. Price, (AV), USN, Vice Chief of Naval Operations, ordered as Chief, Naval Air Training, NAS Pensacola, Florida.

Vice Admiral Donald B. Duncan, (AV), USN, Commander Second Fleet, ordered as Deputy Chief of Naval Operations (Operations).

Vice Admiral Russell S. Berkey, USN, Commander Seventh Fleet, ordered as Chief of Information.

Rear Admiral Frank E. Beatty, USN, Commanding Officer Naval Ordnance Laboratory, White Oak, Maryland, ordered as Commander Naval Base, Mare Island, Vallejo Area, U. S. Naval Base, San Francisco, California.

Rear Admiral Louis Dreller, (EDO), USN, ordered Assistant Chief of Naval Material, Navy Department.

Rear Admiral Malcolm F. Schoeffel, (AV), USN, Commander Carrier Division Six, ordered as Commander Naval Air Test Center, Patuxent River, Maryland.

Rear Admiral William L. Rees, (AV), USN, Joint Chiefs of Staff, ordered as Commander Carrier Division Two.

Rear Admiral John P. Womble, Jr., USN, Deputy Director for Intelligence, Joint Chiefs of Staff, ordered as Commander Mine Force, Atlantic Force.

Rear Admiral Byron H. Hanlon, USN, Commander Mine Force, Atlantic Fleet, ordered as Commanding Officer Naval Ordnance Laboratory, White Oak, Maryland.

Rear Admiral Hugh H. Goodwin, (AV), USN, Chief of Staff and Aide to Commander in Chief, Atlantic Fleet, ordered as Chief of Staff and Aide to President, Naval War College, Newport, R. I.

Navy Diving Hero Still Active in Panama

What do CPOs do after they finish up 20?

Well, some start raising chickens, some withdraw from active life and some ship over. And some, realizing that they are just entering the prime of life, go on to bigger things. Down in the Pan-American tropics, for instance, there's an ex chief machinist's mate who is the Canal Zone's foremost diving man — and he finished up 20 years in the Navy back around 1937.

William Badders is his name. People all over the nation heard a lot about him back in the days when the submarine *uss Squalus* was being raised from the ocean floor. He got the Congressional Medal of Honor for work he did on that job, and the Navy Cross for work on the sunken S-51 before that — and a letter of commendation for work on the ill-fated S-4. Badders was a member of the first class of students that went through the deep-sea divers' school when it opened at Washington, D. C., in 1926.

To get back closer to the present, the ex-chief went to the Canal Zone in 1940 to set up a new diving organization. Up to that time, they had only what they called "lock divers" at the canal. Should a ship have been sunk cross-wise in the channel or should some other such disaster have occurred, there would have been few men and little equipment at hand ready to remedy the situation. A change was in order.

One of the first steps to be taken was to select a site for a local diving school. Badders knew of a place on the jungle-clad shore of Gatun Lake where a freighter was sunk in fairly deep water. The submerged and capsized hull would make an ideal practical training school, he knew. A road was laid out to the site. A shed was built on the lake shore to be used as an office, classroom and storehouse. A barge, compressors, diving suits, all the tools of the diver's trade were acquired and

moved in. A crane was erected to place heavy equipment on trucks, barges or flatcars. Soon the tropical diving school was operating at full swing.

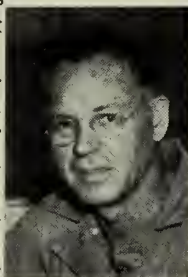
During World War II, Badders trained 75 civilian divers and re-qualified at least 150 Navy divers. Why so many civilian divers? One reason was that a great many of them went into the service — particularly the SeaBees — soon after they were qualified. There they did great Paul Bunyan-like things — under water as well as on it.

Today, peacetime conditions have cut Badders' crew to a fraction of its wartime strength, and his students are few. But, if you get down to the town of Gatun some time, catch a ride over to his establishment. Anybody will tell you where it is. There you will see as complete and businesslike a set of salvage equipment as you'll find anywhere. You'll realize that it's ready for instant use, for trouble can occur in the canal in peacetime as well as any other time.

Badders goes over to his diving base each morning, early. If there's no diving or salvage to oversee, there's still plenty to do. It takes constant attention to keep all that equipment in tip-top shape in the tropical climate, and he sees that his local help stays on the job. He keeps up with all the latest wrinkles in his profession and keeps up on the paper work. Any time something comes up that requires the attention of a diver, Badders knows where he can find plenty of them — and quick. In two shakes of an air hose he can have the divers and the equipment at the scene of action and at work.

The boss-man will be glad to show you around if you ever get down to his place. As he leads you briskly about the place, speaking of many things, you'll learn that some ideas held by many people are all wrong. Three such ideas are these: Life in the tropics makes an old man of you in a hurry, deep-sea diving ruins a person's health, a man's active career is about finished when he "goes out on 20."

'Tain't so. Not always, anyway — as this ex-CPO's activities prove.



W. Badders



ALOHALAND—J. H. Hackstedde, EM3, welcomes his wife and son on their arrival in Pearl Harbor.

Seabees Still in Business

A lot of people think that there aren't any Seabees any more, but they're wrong. The Navy's famous Construction Battalions are still present and accounted for, although not as large as before (see p. 2).

Now numbering less than 5,000 — as compared to approximately 250,000 during World War II, the Seabees seem to many people to have vanished. Still, they are carrying on

their strong-armed work over a good share of the world — at 14 Pacific bases, alone. Seabees are on duty at both sides of the Atlantic, and at Pt. Barrow, Alaska, a Seabee detachment is helping test and develop Arctic equipment. Others are busy at island bases within a few hundred miles of the equator. Operating under direction of the Bureau of Yards and Docks and the Civil Engineer Corps as before, the Seabees are engaged mainly in maintenance work and utilities operation.

But perhaps their most important peacetime function is their in-service training program. Seabee recruits are given on-the-job training and experience in the wide fields of skills covered by the construction ratings.

Most Seabees are classified under Group VIII ratings. This group includes the rates of surveyor, construction electrician's mate, driver, mechanic, builder, steelworker, and utilities man. These specialties cover the skills used in more than 60 civilian trades. A few rates drawn from Group VII, Engineering and Hull, are included in the Construction Battalion organization, also.

Typical of the activities scheduled for Seabees this year is an operation being carried out by Mobile Construction Battalion #1, of the Naval Amphibious Base, Little Creek, Va. The battalion is now on the island of Vieques, off Puerto Rico, which was the scene of this spring's full-scale all-service amphibious exercises. The First Mobile Battalion built roads, landing ramps, and bleachers for observers.

During the actual landing operations, the 105th Seabees — also from Little Creek — demonstrated the use of pontoon causeways and other advance-base equipment the Seabees made famous in World War II.

In addition to the Little Creek installation, stateside activities employing Seabees are the Amphibious Base at Coronado, Calif., and the Naval Construction School, Pt. Hueneme, Calif.

Instead of being deactivated, the Construction Battalions make up one of the most progressive and efficient branches of the naval service. Their men are well trained and equipped. The Seabees are constantly developing new techniques and procedures which will be beyond all value when and if the U. S. ever needs new advance bases anywhere in the world.



MAYOR of Louisville, Hon. Charles P. Farnsley, congratulates LT J. F. Akers on his completion of 30.

Ships Join Pacific Fleet

In moves to bolster the pared Pacific Fleet, six combat vessels have been or will be deployed from the Atlantic.

Latest transfer to be announced is that of *uss Sicily* (CVE 118), being overhauled at the Naval Shipyard, Boston. *Sicily* will team up with *uss Badoeng Strait* (CVE 116) to balance active carrier strength equally between the two oceans, with *uss Mindoro* (CVE 120) and *uss Palau* (CVE 122) remaining in the Atlantic Fleet.

Also pending is the transfer of destroyers *uss Epperson* (DDE 719) *uss Philip* (DDE 498) and *uss Renshaw* (DDE 499). These ships will join *uss Carpenter* (DDK 825), *uss Fletcher* (DDE 445) and *uss Radford* (DDE 446), already in Pacific waters, to form a new anti-submarine squadron, Cortron 1, probably based at Pearl Harbor.

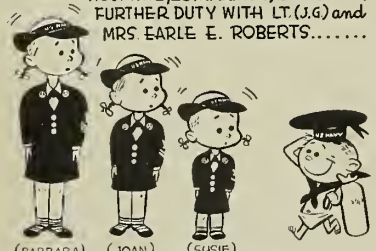
Meanwhile the big 17,000-ton *uss Rochester* (CA 124) was shifted westward to join *uss Juneau* (CLAA 119) in forming Cruiser Division 5. The move increases to six the number of active cruisers in the Pacific.

First cruiser of *Oregon City* class to operate on the West Coast, *Rochester's* appearance is marked by the single stack adapted as the newest thing in cruised design. The ship's catapults were removed last year, in converting the aviation complement from seaplane to helicopters.

now... HEAR THIS!

SUBJECT: EARLE ELBERT ROBERTS JR.
WEIGHT: 5 POUNDS, 10 OZ.
DESCRIPTION: MALE, BLACK HAIR, BLUE EYES.....

AT 0650, 16 NOVEMBER, 1949, THE ABOVE-MENTIONED SEAMAN VC REPORTED ABOARD THE U.S. NAVAL HOSPITAL, LONG BEACH, CALIF. FOR FURTHER DUTY WITH LT (J.G.) and MRS EARLE E. ROBERTS.....



(BARBARA) (JOAN) (SUSIE)
THE COMMANDING OFFICER EXTENDS A HEARTY 'WELL DONE' TO MRS. ROBERTS. ⚓

BIRTH of Earle Jr. cleverly proclaimed in this nautical fashion by proud pop LTJG Earle E. Roberts.

Coco Solo in Reduced Status

Coco Solo, probably the Canal Zone's most famous Navy activity, is going into "partial maintenance."

Things will be quiet at Coco Solo when the current reduction is completed — as quiet as they have been at any time since 1922. At that time, the station was placed out of commission and in a reserve status. Only a skeleton crew was kept aboard to maintain the area and a total of two planes remained in operation.

At a time like this — at a sort of milestone in Coco Solo's history — it is interesting to glance back along the trail. . . .

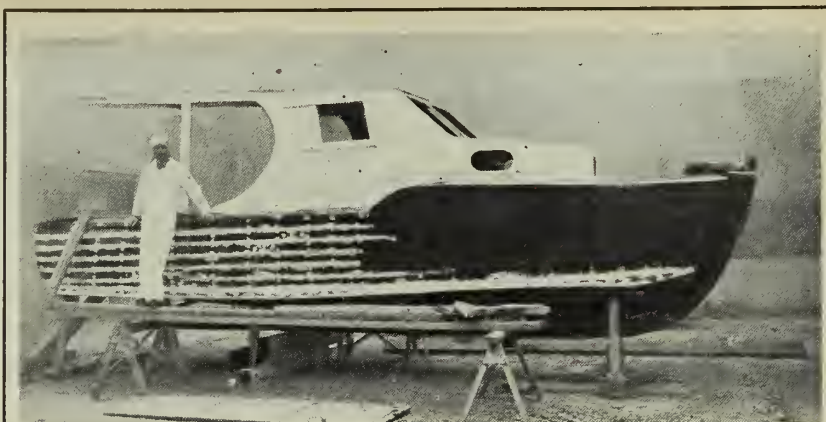
Submarine Base, Coco Solo, was established in April 1917, just after the U. S. entered World War I. The first vessels to be stationed there were the submarine tender *uss Talahassee* and five C-class subs. The area now comprising Coco Solo was swampy, like much of the surrounding territory. More than 2,000,000 cubic yards of coral from Manzanillo Bay were dredged up and deposited on the land to give it more elevation.

Soon air operations began at Coco Solo, and by mid-1918 R9 flying boats were going as far as 70 miles to sea to guard the approaches of the Panama Canal. Pilots employed carrier pigeons for contact with the base. Between the end of World War I and the 1922 inactivation, there were 17 HS-2L pusher-type seaplanes in operation there. These were augmented by seven HS-1L seaplanes, two R9 seaplanes and one R-type kite balloon. . . .

The 1922 shut-down was short in duration. The following year saw a rebirth of activity and a return to the active list. The air station was made separate from the submarine base in 1929, and was named "Fleet Air Base" in 1931. The submarine base for the Canal Zone area was moved to the Pacific end of the canal in 1943, leaving Coco Solo entirely devoted to aviation, aside from its duties as a naval operating base.

Many interesting tales are told of Coco Solo. Some of these concern record rainfalls — 34 inches in one month in 1934, and fish found on the landing field afterward. More than an inch of rain is said to have fallen in 15 minutes in November 1949.

Other oft-repeated tales concern historical pets. One was a ferocious bulldog named Solo, who used to rule



CABIN CRUISER is being built by J. W. Weatherford, SH1, in his spare time. Weatherford's boat has facilities for cruising and deep sea fishing.

Canal Zone Sailor Is His Own Skipper

You'd think that a person in the Navy would have enough of boats without building his own, but still there's nothing like being skipper of your own yacht.

To get down to cases, a Navy barber in the ship's service department at Coco Solo, C. Z. is building a 25-foot cabin cruiser. He has been working on it for quite a long time now, but one of these days it's going to be finished. Hardware and mechanical parts are the problem just now.

J. W. Weatherford, SH1, is the spare-time boat-builder. He sent to Akron, Ohio, for his plans back in the summer of 1948, and had the hull and cabin work about finished by the next spring. Then the snags started popping up to slow down progress. To get a boat licensed for Canal Zone waters, a person has to have the mechanical portion of it

"just so." Weatherford says that he has bought four engines without striking upon the right motive power.

The boat has two bunks forward and provision for two bunks aft. Gasoline tanks will hold more than 50 gallons of fuel — enough for 10 or more hours' cruising at 14 knots. A new feature not shown in the picture is a fishing deck aft of the cockpit with two "fighting chairs" and a drain well.

When he first started the job, "Blackie" Weatherford had two assistants, but now he's alone. The hobby shop has been a handy thing to have near by, but just the same it has been rough going for a man whose usual tools are shears, clip-pers and razor.

"But," Blackie says, "according to the plans, the darn thing's supposed to float."

the roost while on liberty in town. One day he met his match — a gang of local pooches. The affray ended his career for good. "Pigeons," a beautiful Chesapeake retriever, met his demise while swimming between Coco Solo piers. A hungry shark put an end to his earthly existence.

A dog named "Snipe" lived at the station for many years. When he died in 1949 at an age of 20 years or more, he was buried at sea with "full military honors." Last year also brought an end to the activities of "George," the parrot. "George" spent much time at the main gate, where he had all kinds of things to say to people passing through. A car ran over George

at last, and now George's raucous voice is stilled.

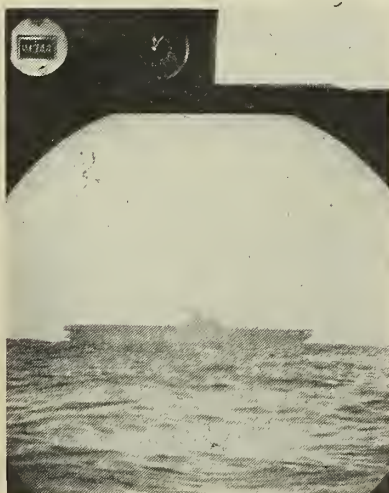
In earlier years, a crocodile lived in a culvert at the gate. Guards used to feed him portions of their night rations, and "Croc" grew in stature. At last a straight-shooting O.D. put a bullet through Croc's small brain to safeguard passers-by. They stuffed Croc's skin for a souvenir. Croc was one of the few armored cruisers to be sunk by pistol fire.

Unlike its pets, NOB/NAS Coco Solo will live on, even though in a subdued sort of way. Some 200 civilians and a lesser number of Navy personnel will remain on duty there under present plans. (See page 8.)

Periscope Cameras Show Submarine Kills

One of the most famous photographs of World War II was taken through a U. S. submarine periscope. During the Battle of Midway a U. S. sub torpedoed a Japanese cruiser, and as the Jap warship rolled over on its port side and sank, an officer on board the submarine hastily pushed a 35mm. camera up against the periscope viewscope and snapped the shutter. The dramatic picture of the cruiser in its death throes, the Japanese flag plainly visible atop a turret, was the result.

It was by this method that all periscope pictures were taken during the late war. Usually submarines carried two standard cameras — a 16mm. movie and a 35mm. still camera. One major disadvantage was that the submarine commander could not view the periscope when a picture was being taken. In fact, the photographer usually had to take his picture "blind," without knowing exactly what was showing in the camera lens at the moment the picture was snapped. While the 16mm. camera was fitted with a viewing device that permitted the operator to see through the periscope when the camera was attached, it was seldom used in actual operation. Ordinarily, the skipper placed the periscope on the target, then the photographer quickly placed the camera on the scope, snapped the picture, and removed the camera.



NEW periscope cameras permit sub skipper to keep target in view while pictures are being taken.

Just as the war ended, BuAer announced the development of a vastly improved camera for periscope photography. Designated as the Mark 4, it overcame many of the disadvantages of the standard camera. Outstanding advantage of this camera is that it permits the sub skipper to keep the target in view through the camera up to the moment that the picture is taken, and then the target is obscured from view only for a period of one second. A watch and counter installed inside the camera automatically assign each photo a serial number and imprint on the negative the time the picture was taken. At the side of the camera is a slot where a small card — on which may be written such data as the date, ship, longitude and latitude — can be inserted without disrupting the camera operation.

Although the Mark 4 is a still camera, its operation is semi-automatic, allowing approximately 40 pictures per minute to be taken. Regular five and one-quarter inch aerial film is used. The camera is fitted with four hanger studs which permit it to be securely fastened to the camera mounting bracket on the periscope in a matter of seconds. The entire camera unit, with a loaded roll film magazine in place, weighs about 19 and one-half pounds and is about 10 inches square.

One of the most valuable uses of submarine cameras during the war was for photo-mapping. Prior to the invasion of many Pacific islands, U. S. subs would sneak in close and circle the island, raising their periscopes at timed intervals for pictures to be taken.

In peacetime, submarine crews are drilled regularly in the use of the periscope camera. During every exercise, maneuver or reconnaissance cruise, periscope photos are taken and the cameramen drilled in the technique of obtaining good pictures for photo-maps. During war games, periscope photos are taken of "torpedoed" ships for evidence.

While the present Mark 4 submarine periscope camera is the best of its kind in use, BuAer scientists are working toward the development of improved types of periscope cameras.

U. S. Navy Teaches Others

The electronics maintenance school at Great Lakes (Ill.) Naval Training Center fairly crawls with flying electrons and high-frequency radio waves. The instructors move in a rarefied atmosphere where things like thyatron tubes are as familiar as old steaming shoes. But when it comes to discussing such technicalities in Turkish or Spanish, that's something else again, or could be.

In the class which convened early this year are six Turkish naval officers and one Chilean naval officer. The instructors might well be pardoned for having received with misgivings the news that these people had arrived. Fortunately, it turned out that all the foreign officers had previous experience in electronics or engineering. Also, all were well on the way to learning English. Language difficulties have been surprisingly few.

"If there's any doubt about a word, it's an easy matter to look it up," one faculty member says. "Most Turkish technical terms are simple transliterations from English, anyway."

The course, for officers only, lasts a year. It offers college-level training in electronics theory and in fundamentals of design, operation, installation and maintenance of all types of electronics equipments. The first half-year consists mostly of classroom work on theory, with math and more math. Language difficulties put a greater strain on the foreign officers than must be met by U. S. Navy and Marine Corps students, but so far all are managing quite well.

"Mathematics is a universal language," comments the school's OinC. "Two and two make four in Turkish just as in English. Or perhaps I should say, *iki* and *iki* make *dört*."

Turks use the same Arabic numbers as Americans do. In fact, they were using them when our own Anglo-Saxon ancestors — those who could count — were scratching their heads over Roman V's and X's.

Turkish navymen are well known at Great Lakes. Shortly more than a year ago nine Turkish naval officers were graduated from electronics maintenance school and 27 enlisted Turkish sailors were graduated from the 42-week electronics technician course. All had high final marks.

Personnel of the Turkish navy are selected for training on a basis of electronics experience and proficiency in English. Because both officers and

enlisted men may enter Turkey's naval training schools at the age of 12, most are seasoned sailors while still in their early 20s.

As in school, the Turkish navy men are successful in the social sphere. Schooled in European social graces, they are quite at ease at dinners and formal dances. Occasionally, their imperfect pronunciation of English words brings unforeseen results, as is to be expected. One group, visiting a Milwaukee cafe, ordered iced teas — pronouncing the term as one word, with the accent on the "iced." The waiter, puzzled, looked doubtfully at the strange uniforms.

"Raw or cooked?" he asked after a moment's thought.

It was the Turks' turn to look puzzled now. "Cooked," they decided at last.

The waiter departed. Presently he returned bearing bowls of — oysters (*iced teas*). They were cooked, of course.

American sailors have doubtless had similar misadventures in almost every foreign country. Meanwhile the U. S. Navy instructors and the Chilean and Turkish students at Great Lakes continue to get along all right. When you get down to the finer points of *denizalti savunma aleti osilators*, Turkish is no worse than any other language. In English, they would be subaqueous hypersonic magnetostriiction transducers — if that makes it any clearer.



MODEL for Scottish-American War Memorial in Edinburgh, Scotland was brother of Robert Forbes, TEI.

Transfer of Ships to MSTs

Transfer of approximately 162 ocean-going ships from the Army to the Military Sea Transportation Service is now under way.

Seventy-two vessels located in New York, San Francisco and Seattle harbors are now a part of MSTs, which is under jurisdiction of the Navy. Approximately 90 other Army ships, assigned to overseas commands at the time of the earlier transfer, are slated to be under Navy jurisdiction by 1 June 1950. Of the 72 vessels already transferred, nine are owned by the U. S. Maritime Commission. These were turned over to the Navy on a loan basis.

Formal transfer of the 72 ships located in U. S. ports was made at the New York, San Francisco and Seattle ports of embarkation. Impressive ceremonies marked the event in which the colors of the Army Transportation Corps were hauled down and replaced by Navy insignia.

Former names of the ships will be retained under Navy operation. Typical examples of these names follow: transports — *General A. W. Greely*, *General Alexander Patch* and *General H. F. Hodges*; cargo ships — *Haiti Victory*, *Colonel William J. O'Brian* and *Private Francis X. McGraw*. More than 17,000 civilians formerly employed by the Army on ships and in administrative organization units based ashore are being transferred to the Navy.

Responsibility for operating Army port terminals will continue to rest with the Army. This includes loading and discharging cargoes, operating certain harbor craft, and storing, routing and controlling personnel and supplies for shipment. At other ports, loading and discharging cargo will be the responsibility of the department for which ocean transportation is furnished.

The Army's transport service was born at the outbreak of the Spanish-American War, although some transports had been used by the Army in the Civil War. During World War II, the Army employed 1,706 ships, totalling almost 16 million tons. These vessels transported 7,290,000 passengers overseas during the war years, as well as more than 126 million tons of cargo from Army ports alone.

For an earlier story on the Military Sea Transportation Service, see ALL HANDS, November 1949 (pp. 30 and 31).



LONG VIGIL ended, aunts greet nephew Domingo Cuenca, BM2, during *Midway's* visit to Gibraltar.

Spanish Relatives Welcome Midway Man at Gibraltar

As the first liberty party from the giant aircraft carrier *uss Midway* (CVB 41) stepped from the liberty launch in Gibraltar, many noticed the scribbled signs placed in prominent places about the dock: "Welcome Midway!" "Welcome, Americans!" "Welcome Domingo Cuenca, your relatives are over here waiting for you!"

Farther on, two old Spanish ladies, dressed in black from head to toe, were waiting eagerly and anxiously at the end of the pier.

Hours later, they still stood waiting. Forlornly they talked to the British "bobby" nearby, but he didn't know how to help them. Finally, an officer from *Midway* passed by and they called to him.

With tears rolling down their cheeks, they told the officer it had taken a great deal of their sorely needed money, for they were poor, to reach Gibraltar. They had come 350 miles from their home in Lucern, a small town in the interior of Spain, 200 miles from Madrid.

The officer checked with the ship and found Cuenca was on duty that day. After long explanations and much re-arrangement, he got him off the ship to see his aunts.

It was all a surprise to Cuenca, whose home is in Hayward, Calif. — A. N. Landreau, JOSN, usn.

THE BULLETIN BOARD

Here's How You Stand on the Shore Duty Eligibility List

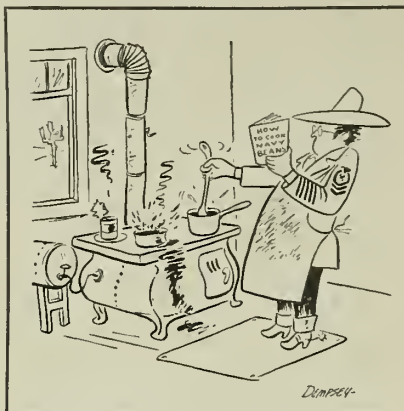
What's *your* status on the Shore Duty Eligibility List?

From the following information on the shore duty situation — the third tabulation, published in *ALL HANDS* every six months — you can figure out your own position in regard to how close you are to shore duty.

Since new requests to the Bureau of Naval Personnel change the picture from time to time, the information below should be considered only as a general guide.

In some cases, a few men on the Shore Duty Eligibility List might have a longer period of continuous sea duty than is listed for the top men in the following tables. Also, remember that men in the following categories are not included in Table I or Table II:

- Discharged, with no information in BuPers on reenlistment.
- Hospitalized.
- Presently ashore for duty of less than one year's duration.
- Serving west of Hawaii on other



"After 20 years, at last I'm home on the range."

than rotated ships, less than one year, without dependents at duty stations.

- Serving outside continental USA with dependents at duty station.

- Less than six months on board since returning from a naval school.

- Undergoing instruction at a naval school on a returnable or non-returnable quota.

- Less than six months on board newly constructed vessels.

- At receiving station when request was submitted and no information on present location.

- Being held by BuPers for screening of jackets pending assignment.

And here's a tip you will want to keep in mind: Keep BuPers informed at all times. This pertains especially to personnel who have been placed on the SDEL, and have had a change of address, change or advancement in rating since submission of original request for shore duty, or who desire to change their choices for shore duty. These personnel should inform the Chief of Naval Personnel (Attn: Pers 6305) immediately, preventing unnecessary delay in sending out your orders to shore duty.

Next tabulation of the shore duty situation will appear in the October 1950 issue of *ALL HANDS*. To consult the official directive on sea-shore rotation policies, see BuPers Circ. Ltr. 36-50 (NDB, 15 Mar 1950).

I.			II.			I.			II.		
Total Continuous Sea Service of Top Man on SDEL, Now at Sea, request duty at specific location.			Total Continuous Sea Service of Top Man on SDEL, Now at Sea, Who Requests "Anywhere U.S."			Total Continuous Sea Service of Top Man on SDEL, Now at Sea, request duty at specific location.			Total Continuous Sea Service of Top Man on SDEL, Now at Sea, Who Requests "Anywhere U.S."		
Rate	Years	Months	Years	Months	Rate	Years	Months	Years	Months		
BMC	14	2	13	3	FC1	9	2	7	6		
BM1	11	2	12	2	FC2	9	5	5	3		
BM2	11	7	8	5	FC3	7	9	..	..
BM3	8	6	7	9	FTC	..	..	..	..
QMC	15	2	10	11	FT1	..	..	..	..
QM1	12	2	9	8	FT2	..	..	..	..
QM2	9	9	7	9	FT3	..	..	..	..
QM3	7	3	6	11	MNC	..	..	..	..
RDC	..	..	..	..	MN1	..	..	..	..
RD1	8	5	6	2	MN2	..	..	..	..
RD2	6	0	2	6	MN3	..	..	..	..
RD3	8	4	4	5	ETC	..	..	..	..
SOC	..	..	..	..	ET1	..	..	7	2
SO1	6	11	..	..	ET2	..	..	2	8
SO2	4	0	..	..	ET3	..	..	..	..
SO3	6	1	2	11	IMC	11	9	..	..
TMC	14	4	12	8	IM1	..	..	..	..
TM1	8	2	8	7	IM2	8	0	14	6		
TM2	8	11	5	8	IM3	4	3	..	..
TM3	8	3	..	..	OMC	13	7	6	10
GMC	18	0	14	7	OM1	..	..	7	6
GM1	13	9	9	4	OM2	..	..	7	11
GM2	10	0	7	11	OM3	..	..	..	..
GM3	9	6	7	8	TEC	9	9	3	9		
FCC	17	5	4	10	TE1	8	5	4	1		

I.
Total Continuous Sea
Service of Top Man
on SDEL, Now at
Sea, request duty at
specific location.

II.
Total Continuous Sea
Service of Top Man
on SDEL, Now at
Sea, Who Requests
"Anywhere U.S."

I.
Total Continuous Sea
Service of Top Man
on SDEL, Now at
Sea, request duty at
specific location.

II.
Total Continuous Sea
Service of Top Man
on SDEL, Now at
Sea, Who Requests
"Anywhere U.S."

Rate	Years	Months	Rate	Years	Months	Rate	Years	Months	Rate	Years	Months
TE2	4	8	4	0	4	EM1	7	9	8	4	4
TE3	4	9	3	10	4	EM2	4	8	4	8	8
RMC	13	9	10	10	7	EM3	7	10	5	10	10
RM1	9	4	6	9	9	ICC	9	2	..	7	9
RM2	7	9	6	0	..	IC1	..	..	..	4	6
RM3	4	5	3	5	..	IC2	..	..	4	3	3
CTC	..	..	..	..	4	IC3	4	6	9	8	8
CT1	..	..	..	..	MEC	14	2	5	1	1	1
CT2	..	..	..	..	ME1	7	11	7	10	10	10
CT3	..	..	..	..	ME2	4	3	7	3	3	3
YNC	..	..	..	..	ME3	5	8	15	9	9	9
YN1	4	4	..	..	FPC	14	0	9	8	8	8
YN2	4	7	..	..	FP1	10	4	6	5	5	5
YN3	3	0	3	6	FP2	6	9	7	7	7	7
PNC	..	..	3	9	FP3	..	..	..	..	..	..
PN1	3	11	..	..	DCC	12	8	..	..	..	..
PN2	3	9	..	..	DC1	8	8	..	..	..	..
PN3	8	7	3	2	DC2	6	7	..	..	..	..
MAC	..	..	..	..	DC3	..	..	6	1	1	1
MA1	..	..	..	..	PMC	..	..	..	..	..	..
MA2	..	..	..	..	PM1	8	10	..	..	..	..
MA3	..	..	..	..	PM2	..	..	..	..	..	..
SKC	7	9	9	3	PM3	..	..	..	..	..	..
SK1	6	8	3	4	MLC	..	..	..	..	..	..
SK2	7	6	4	8	ML1	..	..	..	..	..	..
SK3	6	5	3	8	ML2	4	3	..	..	..	..
DKC	2	5	2	6	ML3	..	..	..	..	..	..
DK1	6	10	..	..	SN	5	1	6	3	3	3
DK2	4	7	3	2	FN	6	2	4	5	5	5
DK3	4	11	2	5	CEC	..	..	..	..	..	..
CSC	15	5	13	3	CE1	..	..	..	..	..	..
CS1	9	7	9	4	CE2	..	..	3	5	5	5
CS2	6	6	6	10	CE3	..	..	..	..	..	..
CS3	7	11	3	8	CDC	10	2	..	..	..	..
SHC	..	..	..	..	CD1	3	11	..	..	..	..
SH1	13	3	7	6	CD2	4	2	6	7	7	7
SH2	8	6	8	4	CD3	2	11	..	..	..	..
SH3	7	7	6	9	CMC	14	9	12	4	4	4
PIC	..	..	..	..	CM1	..	..	..	..	..	..
PI1	10	8	..	..	CM2	..	..	..	..	..	..
PI2	..	..	..	..	CM3	3	1	5	0	0	0
PI3	..	..	..	..	BUC	4	9	8	3	3	3
LIC	..	..	..	..	BU1	..	..	6	3	3	3
LI1	4	1	..	..	BU2	..	..	4	7	7	7
LI2	5	0	..	..	BU3	..	..	5	2	2	2
LI3	..	..	..	..	SWC	..	..	13	6	6	6
MMC	18	10	14	7	SW1	7	11	2	11	11	11
MM1	14	8	8	8	SW2	3	6	3	0	0	0
MM2	6	9	10	0	SW3	..	..	3	8	8	8
MM3	7	9	6	0	SVC	..	..	..	..	..	..
ENC	16	3	16	4	SV1	..	..	..	..	..	..
EN1	10	3	8	1	SV2	3	1	..	..	..	..
EN2	8	10	5	11	SV3	..	..	..	..	..	..
EN3	4	11	7	3	ADC	12	2	9	11	11	11
MRC	10	9	..	..	AD1	4	8	3	4	4	4
MR1	8	5	..	..	AD2	6	11	..	..	..	..
MR2	..	..	..	..	AD3	3	3	..	..	..	..
MR3	..	..	..	..	ATC	6	4	..	..	..	..
BTC	18	1	14	4	AT1	..	..	..	..	..	..
BT1	18	0	10	3	AT2	..	..	..	..	..	..
BT2	8	4	10	4	AT3	..	..	..	..	..	..
BT3	6	3	8	6	ALC	15	7	4	10	10	10
EMC	9	11	10	4	AL1	8	4	8	4	4	4

I.

Total Continuous Sea Service of Top Man on SDEL, Now at Sea, request duty at specific location.

Rate	Years	Months
AL2	4	6
AL3	3	2
AOC	13	7
AO1	8	6
AO2	6	10
AO3	6	3
ABC	14	0
AB1	6	8
AB2	6	4
AB3	7	10
AEC	10	0
AE1	3	6
AE2	..	..
AE3	..	..
AMC	10	5
AM1	8	2
AM2	4	3
AM3	3	10
PRC	6	11
PR1	7	1

II.

Total Continuous Sea Service of Top Man on SDEL, Now at Sea, Who Requests "Anywhere U.S."

Years	Months
..	..
..	..
9	1
8	5
4	11
3	3
..	..
..	..
6	1
7	10
..	..
..	..
5	10
..	..
..	..
6	10
3	2

I.

Total Continuous Sea Service of Top Man on SDEL, Now at Sea, request duty at specific location.

Rate	Years	Months
PR2	7	9
PR3	3	6
AGC	..	..
AG1	..	..
AG2	..	..
AG3	..	..
AKC	3	2
AK1	3	9
AK2	..	..
AK3	3	3
AFC	9	7
AF1	2	11
AF2	3	9
AF3	4	4
AN	5	10
SDC	18	3
SD1	13	9
SD2	10	4
SD3	8	11
TN, TA	6	10

II.

Total Continuous Sea Service of Top Man on SDEL, Now at Sea, Who Requests "Anywhere U.S."

Years	Months
7	9
3	6
..	..
..	..
..	..
..	..
..	..
3	3
..	..
..	..
..	..
2	5
4	4
7	6
10	2
6	10
5	3

Officers Trained in Aerology Rotated Under New Plan

Many general line officers (Code 1100) and general aviators (Code 1310) have been postgraduate trained and assigned to aerological duties since World War II.

The Navy's general plan is to rotate these officers periodically from aerological to general line or aviation duties. However, due to a shortage of trained replacements, many officers currently performing aerological duties have been assigned to these billets for a longer period than BuPers considers desirable.

Because of this situation, BuPers is establishing a new policy in regard

to the assignment of general line officers and aviators who are postgraduate trained as aerologists. An increasing number of general line and aviation officers are now being assigned to post-graduate aerological schools.

Effective July 1951, officers who attend the one-year applied aerology course may expect to be assigned to aerological duties for a period of three years following completion of the course, after which they will be released to return to general line or general aviation duties. A later return to aerological duties following a period of general service will depend upon the desires of the officers concerned and the requirements of naval aerology.

Officers who, after completion of the one-year course, desire further specialization in aerology may apply for an additional 18 months course in aerological engineering after completing a three-year tour in aerological duties.

In a directive on this subject, BuPers Circ. Ltr. 9-50 (NDB, 15 Jan 1950) it was pointed out that present requirements for promotion of unrestricted line officers (codes 1100 and 1300) above the grade of lieutenant call for at least two years of sea or foreign duty in current grade. In view of this, BuPers will make assignments to sea duty and shipboard aerological

billets on the basis of the needs of the individual officers concerned in order that they may comply with sea duty requirements, maintain their proficiency in general shipboard duties, and qualify for promotion.

Although these officers will be ordered on board ships and to overseas activities with primary duty as aerological officers, commanding officers are encouraged by BuPers to assign these officers to such appropriate additional duties, including watch standing, as will round out their general line qualifications.

VMF-142 Wins Air Trophy For Outstanding Record

Marine Fighter Squadron 142 has won the Marine Air Reserve Trophy for its outstanding performance during the past year. The award was made at NAS Miami.

The trophy, emblematic of highest efficiency among Organized Reserve fighter squadrons, was awarded on the basis of attendance at summer maneuvers, training proficiency and flight performance.

Originally commissioned a Marine scout bombing squadron in March, 1942, the present VMF-142 won two Navy Unit Commendations in Pacific campaigns. It was decommissioned in September 1945, but was reformed as an Organized Reserve fighter squadron the following June.



"Tommy's with a lighter-than-air squadron now."

Officer Eligibility Is Revised For Correspondence Course In Naval Intelligence

The correspondence course in naval intelligence, administered by the U. S. Naval School (Naval Intelligence), NRS, Washington, D. C., has been downgraded from confidential to restricted. As a result of this change, revised instructions regarding eligibility to take the course have been issued.

Persons now eligible to take the course are limited to *commissioned officers* of:

- The Regular Navy, Marine Corps and Coast Guard on active duty.
- The Naval Reserve, Marine Corps Reserve and Coast Guard Reserve on active duty.
- The Naval Reserve on inactive duty who are classified S(I) or who are in the category of air intelligence (ACI) officers. Applicants must reside within the limits of a naval district.
- The Marine Corps Reserve on inactive duty who are classified as intelligence officers and whose applications are approved by the directors of the appropriate Marine Corps Reserve Districts. Applicants must reside within the limits of a naval district.
- The Coast Guard Reserve on inactive duty who are prospective intelligence officers, and whose applications are approved by the commanders of the appropriate Coast Guard Districts. Applicants must reside within the limits of a naval district.

• The Regular Army who are engaged in intelligence activities (limited to 50 at any one time).

• The Regular Air Force who are engaged in intelligence activities (limited to 50 at any one time).

Officers of the Navy, Marine Corps and Coast Guard on active duty may submit their requests for enrollment in the course to the Director, U. S. Naval School (Naval Intelligence), via their commanding officer. Naval Reserve officers of the Organized and Volunteer S(I) classification and Volunteers in the aviation category (ACI) on inactive duty may submit requests for enrollment via their district commandant. Aviation Organized and Associate Volunteer Reserves (ACI) will submit requests

Three-Day Course Started For I and E Officers

A three-day indoctrination course for information and education officers (educational services officers) has been started in the 11th Naval District.

A quota of 20 has been set for the new course. Commanding officers desiring to send personnel to this indoctrination course should forward requests to the Commandant, 11th Naval District (Attn: District Director of Training), San Diego, Calif.

Classes scheduled between now and mid-year are set for 5-7 April, 10-12 May and 7-9 June.

via their COs and the Chief of Naval Air Reserve Training.

Requests for the course may be forwarded by interested Marine Corps Reserve officers on inactive duty, via their Marine Corps Reserve director. Coast Guard Reserve officers on inactive duty may submit their requests via the commander of the Coast Guard District in which they reside.

Complete instructions on such information as these requests should contain are carried in BuPers Circ. Ltr. 8-50 (NDB, 15 Jan 1950). Upon successful completion of the course, officers will be forwarded a certificate by official channels.

Children of Naval Personnel Eligible for Scholarships

Scholarships totaling \$18,000 awarded by the Sidney Hillman Foundation will be available in 1950 for sons and daughters of officer and enlisted personnel of the Navy, though not on a preferential basis.

Schools awarding the scholarships are Brandeis University, Waltham, Mass., \$2,000; Howard University, Washington, D. C., \$2,000; New School for Social Research, New York City, \$2,000; New York State School of Industrial and Labor Relations at Cornell University, Ithaca, N. Y., \$2,000; Roosevelt College, Chicago, \$5,000; and the Chaim Weizmann Institute, Rehovoth, Israel, \$5,000.

Interested candidates should contact the school of their choice for detailed information.

Semi-Annual Schedule Set For Intelligence Course; Will Begin in July 1950

Beginning in July 1950, the regular intelligence courses (including foreign language instruction) at the U. S. Naval School of Intelligence, Receiving Station, Anacostia, D. C., will convene twice yearly on 1 July and 1 January.

According to BuPers Circ. Ltr. 24-50 (NDB, 15 Feb 1950), the input to each regular class at the school will be composed of one half the annual quota provided by the Personnel Allocation Plan, plus naval aviators and line officers scheduled for assignment to intelligence billets as class vacancies permit. The combined classes will be limited to 45 students.

Conversion from an annual to a semi-annual schedule of new classes leaves the period of July to December 1950 with one-half of the annual student quota vacant. During this period only, a concurrent intelligence class (not including language instruction) will be conducted at the school.

Interested officers have been invited to submit their applications for this course to the Chief of Naval Personnel (Attn Pers-311H). To be considered, their requests must reach BuPers not later than 15 Apr 1950. Nine naval aviators and 14 line officers will be ordered to this special class.

A limited number of officers selected for the regular intelligence course which convenes in July and who are available earlier may be enrolled in any of the foreign language courses which convene annually in April. This will permit completion of the language phase of the course prior to commencing the regular intelligence course. A circular letter, issued annually by BuPers, invites applications for all courses given by the Postgraduate School, including the regular intelligence courses.

AB Training Course Added To Those Used by the Fleet

One more training course for advancement in rate has been added to those already in use in the fleet. It is:

Aviation Boatswain's Mate, Vol. 1, NavPers 10382.

Two 'Fitness Reports' Will Be Submitted on CPOs and PO1s

Reports on the performance of chiefs and first class petty officers will be submitted to the Bureau of Naval Personnel twice within the next year to provide vital personnel information in a manner similar to the fitness reports currently submitted on officers.

The form will be submitted only twice — on 15 July 1950 and 15 Jan 1951 — unless it is later decided to extend the plan beyond the latter date. Each report covers the man's performance for the previous six months — and thus the period to be covered in the first evaluation sheet has already begun, in January 1950.

For CPOs and PO1s transferred within 30 days prior to the specified submission date, the report will be made out at the time of transfer.

From these two highly important reports, BuPers will derive enough information, supplementing other service documents, to provide guidance in selecting personnel for special missions, for duty as instructors, and for promotion to warrant officer or limited duty officer status.

Announcement of the evaluation plan was made in BuPers Circ. Ltr. 23-50 (NDB, 15 Feb 1950).

"Since the Evaluation Sheet will become one of the most important records available to the Bureau on senior petty officers," the directive stated, "commanding officers will insure that careful thought is given to the completion of this report."

In the larger commands where direct contact between commanding officers and senior petty officers may not be possible, the directive states that the form may be filled out by a subordinate officer, but not an officer



"Now are you satisfied there ain't no mermaids?"

on a level lower than a department head. Other division and watch officers are to be consulted on the performance of CPOs and PO1s under them.

Unsatisfactory or unfavorable marks or comments made on an evaluation sheet will be turned over to the CPO or PO1 reported on, and he may either add his own explanation or sign a note that he desires to make no comment.

BuPers expects that the results will determine whether the present quarterly marking system in the case of CPOs and PO1s may later be revised. Comment, the directive notes, "is invited on the value, format, and desirability of continuing the use of this Evaluation Sheet."

The form to be used is a new one prepared especially for the purpose — "The Chief and First Class Petty Officer Evaluation Sheet" (NavPers 1339) — which will be available to commanding officers at the district printing and publication offices.

NavPers 1339 is a condensed, concise form which is complete on two sides of a single sheet of paper. On the front side are spaces for grading the person in 16 different traits, with the more favorable to the right and the least favorable to the left.

The front side contains all of the grading marks in the form, and since many personnel will want to know what they will be marked on, the entire page is reproduced for their information on the next page.

On the reverse side of NavPers 1339 are spaces in which the person is marked as to qualifications for officer status — none, fair, good, excellent, or outstanding — and another

space for recommendation for promotion to CPO, warrant officer, or limited duty officer. Another space provides for a "yes" or "no" recommendation for reenlistment.

Besides these items on the reverse side, there are several blank lines for comments, a space to indicate the relationship of the reporting officer to the individual, and a last space for signature, rank and file number of the reporting officer.

Following are the complete instructions to the reporting officer, to be used in making out the form:

"Evaluation should *not* be based upon general impression; it should be based upon actual, observed performance. The mark given in one trait should not influence the mark given in another trait. Men can be expected to vary in strength from one trait to another. Complete and careful observation should support a mark in each one of the 16 listed traits.

"The following is a step-by-step procedure for using this form:

- Consider the first trait listed in the left column.

- Read the descriptive phrases listed to the right of the trait.

- Decide which of these descriptive phrases best describes the individual.

- Mark the individual in one of the boxes under the most fitting descriptive phrase. These boxes run from the least favorable to the left, to the most favorable at the right.

- Repeat this same procedure for each of the listed traits, keeping in mind that each trait should be considered separately, and that the mark in one trait should not influence the mark in another trait. Also keep in mind that the majority of personnel can be expected to fit into the middle or average category.

- Now in the space indicated in the lower half of the back page, make a brief comment describing any general impressions you have of the individual; indicate the degree to which you feel the individual is qualified for officer status; indicate your recommendation regarding reenlistment. If this recommendation is negative, include reasons in comments. If the individual has outstanding ability in some technical specialty, so state and identify the specialty."



"When's your next pay raise?"

Sample of Evaluation Sheet for Chiefs and First Class POs

NAVPERS-1339 (NEW '12-49)

PERIOD OF OBSERVATION COVERED		EXPIRATION OF ENLISTMENT		SHIP OR STATION	
TO					
ABILITY TO UNDERSTAND INSTRUCTIONS	Cannot seem to follow instructions, no matter how simple.	Understands only simple instructions. Gropes along when in doubt.	Grasps main points of most instructions. Hesitates to ask for clarification.	Correctly interprets rather difficult instructions. Asks questions when in doubt.	Understands all instructions, needs no help.
ABILITY TO SOLVE PROBLEMS	Cannot solve problems. Avoids all problems.	Solves simple problems. Stumped by routine problems.	Solves everyday problems rapidly. Solves a few of the more difficult problems.	Solves most problems, and often solves very difficult problems.	Solves any problem rapidly.
ABILITY TO PLAN AND ORGANIZE WORK	Work shows no organization or planning.	Can think of only one job at a time.	With occasional help in planning, work is orderly.	Work is generally well-arranged and usually good planning is shown.	All work is well-planned and organized.
INDUSTRY	Lazy, hides out, "gold bricker", clock watcher.	Often loafs on the job or wastes time, occasionally ducks out or avoids extra work.	Usually on the job, does his share, resents doing other's work.	Does more than his share, works hard, a plugger.	Extremely energetic, tireless, efficiently enthusiastic, full of pep.
RELIABILITY; INCLUDING RESPONSIBILITY	Utterly unreliable, usually in some trouble.	Needs to be watched, often gets out of line.	Means well, but requires guidance.	Steady; usually dependable, conscientious.	Completely reliable, needs no supervision.
BASIC TECHNICAL KNOWLEDGE AND BACKGROUND	Requires continued assistance. Entirely over-rated.	Deficiency makes present duties difficult.	Sufficient to perform satisfactorily in his present rate.	More than sufficient for present rate, ready for advancement.	Has more than enough to serve as L. D. O. or W. O.
ABILITY TO APPLY TECHNICAL KNOWLEDGE	Never uses what technical knowledge he has.	Often misses a chance to put his technical knowledge into use.	Uses technical knowledge only in routine situations.	Makes good use of general principles in most situations.	Makes maximum use of technical knowledge in all situations.
EFFORT TO INCREASE BOTH KNOWLEDGE AND TECHNICAL ABILITY	Does not care, or try to improve.	Misses many chances to learn.	Accepts but does not seek opportunities to learn.	Alert to any opportunity to improve.	Eager to improve. Always seeking more knowledge.
HUMAN UNDERSTANDING	Just cannot get along with people.	Doesn't understand a lot of his associates, not very well liked.	Gets along with most people.	Understands people, very considerate, and gets along well.	Shows keen understanding of fellow men. Is liked by everyone.
ABILITY TO PROPERLY DELEGATE RESPONSIBILITY AND AUTHORITY	Never delegates responsibility or authority properly.	Needs assistance in delegating responsibility and authority.	Delegates responsibility and authority with limited effectiveness.	Makes good use of personnel, effectively delegates responsibility and authority.	Always delegates authority and responsibility most effectively.
INITIATIVE	Requires detailed orders and supervision. Shortsighted.	Seldom has an idea. Always looks to supervisor for guidance.	Makes occasional suggestions. Works out own details.	Submits numerous ideas for approval. Acts in an emergency without instructions.	Originates well thought out ideas, goes ahead on his own, exhibits foresight.
TEACHING OR INSTRUCTIONAL ABILITY	Bored and confuses everyone.	Occasionally confusing, creates little interest, lacks background.	Generally interesting but unable to simplify complex material.	Interesting, good presentation, well informed.	Creates high interest; presents material very clearly; has thorough knowledge of material.
ABILITY TO BUILD OR MAINTAIN HIGH MORALE	Destroys morale, creates confusion and discontent.	Allows spirit to fall off. Men gripe and disregard his instructions.	Can maintain but seldom raises morale, men follow willingly.	Develops a good "team" feeling, generates enthusiasm.	Inspires highest morale, is an outstanding all-round leader.
ESEMPLARY CONDUCT	Leads others into trouble, a continual disciplinary problem.	Often in trouble, a poor example but not a "ring leader"	Seldom in trouble, minor difficulties only.	Sets a good example, observes regulations, maintains good record.	Sets an excellent example of conduct for all men.
PERSEVERANCE	Readily abandons or evades any but the most simple jobs.	Sticks to a difficult task only under compulsion.	Ordinarily patient and persistent, discouraged by tough problems.	Determined, seldom distracted.	Never gives up, regardless of difficulty or complexity of assignment.
MILITARY APPEARANCE	Sloppy, unkempt, slouches.	Wears uniform improperly, nonregulation, careless posture.	Presents good appearance on scheduled inspections.	Clean cut, neat, good posture.	Wears uniform with great pride, fine military bearing.
NAME (Last)		(First)		(Middle)	
RATE AND RATING				SERVICE NO.	

16-60865-1

If Ship Is on This List, You Can Get Free Copy of History

More than 800 histories of ships which fought in World War II are now available upon request.

If you are a former crew member or if you are just interested, you may write in and get a mimeographed copy of your ship's history — if your ship's name is listed below.

Campaigns, battle actions, citations and honors, ship's size and complement and much other interesting information about your ship has been crammed into these descriptive accounts.

To compile these histories and the others which will follow, Navy writers pored over mountains of log books,

as well as stacks of Action Reports, War Diaries, Commanding Officer's Histories and other official records.

To get your copy of your ship's history, write a card or a letter to Ships' Histories Branch, Room 2511, Department of the Navy, Washington 25, D. C.

Don't write, however, if the name of your ship *does not* appear in the following list. It will only use up valuable time answering your query and it won't get a history of your ship to you any sooner.

Approximately 7,000 more ship's histories remain to be written. ALL HANDS readers will get the word just as soon as new histories are ready for distribution.

Here are the ones that are now ready:

Aaron Ward (DD 483)	Albamarle (AV 5)	Anderson (DD 411)	Bennington (CV 20)	Brush (DD 745)	Chenango (CVE 28)
Aaron Ward (DM 34)	Albert W. Grant (DD 649)	Angler (SS 240)	Bergall (SS 302)	Buchanan (DD 484)	Chester (CA 27)
Abilene (PF 58)	Alcyone (AKA 7)	Antietam (CV 36)	Besugo (SS 321)	Buck (DD 420)	Chevalier (DD 805)
Abner Read (DD 526)	Alfred A. Cunningham (DD 752)	Anzio (CVE 57)	Big Horn (IX 207)	Buck (DD 761)	Chicago (CA 136)
ABSD-2	Allen M. Sumner (DD 692)	Apogon (SS 308)	ex (AO 45)	Buckley (DE 51)	Chicago (CA 29)
Achernar (AKA 53)	Alshain (AKA 55)	Appalachian (AGC 1)	Biloxi (CL 80)	Bulmer (AG 86) ex (DD 222)	Chicopee (AO 34)
Alabama (BB 60)	American Legion (APA 17)	Arcadia (AD 23)	Birgit (AKA 24)	Bunker Hill (CV 17)	Chowanoc (ATF 100)
Alaska (CB 1)	Ammen (DD 527)	ARD-29	Birmingham (CL 62)	Buoyant (AM 153)	Chub (SS 329)
Albacore (SS 218)	Ancon (AGC 4)	Argonaut (SS 475)	Biscayne (AGC 18)	Burdo (APD 133)	Clay (APA 39)
Albany (CA 123)		Ariel (AF 22)	Bismarck Sea (CVE 95)	Burke (APD 65)	Cleveland (CL 55)
		Aristaeus (ARB 1)	Black (DD 666)	Burns (DD 588)	Cloues (DE 265)
		Arizona (BB 39)	Blackfish (SS 221)	Burrfish (SS 312)	Cobbler (SS 344)
		Arkansas (BB 33)	Blenny (SS 324)	Bush (DD 529)	Colahan (DD 658)
		Arneb (AKA 56)	Block Island (CVE 21)	Butler (DMS 29)	Colhoun (APD 2)
		Asheville (PF 1)	Block Island (CVE 106)	Cable (ARS 19)	Colhoun (DD 801)
		Astoria (CA 34)	Blue (DD 387)	Cabot (CVL 28)	Colonial (LSD 18)
		Astoria (CL 90)	Blue (DD 744)	Cacapon (AO 52)	Colorado (BB 45)
		Atascosa (AO 66)	Blue Ridge (AGC 2)	Caldwell (DD 605)	Columbia (CL 56)
		Athene (AKA 22)	Bogue (CVE 9)	California (BB 44)	Columbus (CA 74)
		Atlanta (CL 104)	Boise (CL 47)	Calvert (APA 32)	Competent (AM 316)
		Atlanta (CL 51)	Bonefish (SS 223)	Camp (DE 251)	Compton (DD 705)
		Atlas (ARL 7)	Bon Homme Richard (CV 31)	Canberra (CA 70)	Concord (CL 10)
		ATR-25	Bordelon (DD 881)	Canopus (AS 9)	Conner (DD 582)
		Audrain (APA 59)	Borie (DD 215)	Cape Gloucester (CVE 109)	Constellation (IX 20)
		Augusta (CA 31)	Borie (DD 704)	Capitaine (SS 336)	Cook (APD 130)
		Aurelia (AKA 23)	Boston (CA 69)	Card (CVE 11)	Cooper (DD 695)
		Bache (DD 470)	Boulder Victory (AK 227)	Carlson (DE 9)	Coral Sea (CVB 43)
		Badoeng Strait (CVE 116)	Bowditch (AGS 4)	Carp (SS 338)	Corbesier (DE 438)
		Bailey (DD 492)	Boxer (CV 21)	Carpellotti (APD 136)	Corduba (AF 32)
		Bairoko (CVE 115)	Boyd (DD 544)	Cascade (AD 16)	Core (CVE 13)
		Baker (DE 190)	Boyle (DD 600)	Cassin Young (DD 793)	Corvus (AKA 26)
		Baltimore (CA 68)	Bradford (DD 545)	Catamount (LSD 17)	Cowell (DD 547)
		Balch (DD 363)	Braine (DD 630)	Cebu (ARG 6)	Cowpens (CVL 25)
		Bang (SS 358)	Brant (AMS 43)	Charles Ausburne (DD 570)	Craven (DD 382)
		Bangor (PF 16)	ex (YMS 113)	Charles E. Brannon (CE 446)	Crescent City (APA 21)
		Barb (SS 220)	Bray (APD 139)	Charles F. Hughes (DJ 428)	Curlaw (AMS 8)
		Barnett (APA 5)	Bremerton (CA 130)	Charles P. Cecil (DD 835)	Currituck (AV 7)
		Barton (DD 722)	Bridge (AF 1)	Charles R. Ware (DD 865)	Dace (SS 247)
		Bataan (CVL 29)	Brill (SS 330)	Charleston (PG 51)	Damato (DD 871)
		Beale (DD 471)	Brooklyn (CL 40)	Charr (SS 328)	Dashiell (DD 659)
		Bear (AG 29)	Brooks (APD 10)	Chemung (AO 30)	Dauntless (PG 61)
		Beatty (DD 756)	Broome (AG 96)		Dauphin (APA 97)
		Beaufort (PF 59)	ex (DD 210)		Dayton (CL 105)
		Beaumont (PG 60)	Brule (APA 66)		Decatur (DD 341)
		Beaver (ARG 19)			DeHaven (DD 469)
		Bebas (DE 10)			Denver (CL 58)
		Belleau Wood (CVL 24)			
		Benham (DD 397)			
		Benham (DD 796)			
		Bennett (DD 473)			

WAY BACK WHEN



Finding a Windfall

Back in the days of wooden ships, every nation ambitious of sea power looked carefully to its source of timber needed in the construction of men-of-war.

Britain, for centuries among the mightiest on the sea, guarded well her oak trees as insurance that she would have the ships to maintain the supremacy her crafty sea lords had achieved. As a result it was part of the law of the land that no oak trees could be cut in England except for the Navy.

When trees were blown down, however, they were exempted from the ruling. The windfall, consequently, became a term denoting an unexpected, good find.

Detroit (CL 8)
 Dickerson (APD 21)
 Doneff (DE 49)
 Donnell (DE 56)
 Donner (LSD 20)
 Dorothea L. Dix (AP 67)
 Douglas H. Fox (DD 779)
 Drum (SS 228)
 Du Page (APA 41)
 Dyess (DD 880)
 Eagle Boats of World War II
 Earl K. Olsen (DE 765)
 Eberle (DD 430)
 Edsall (DD 219)
 Edward C. Daly (DE 17)
 Eisner (DE 192)
 Eldorado (AGC 11)
 Eldridge (DE 173)
 Electra (AKA 4)
 El Paso (PF 41)
 Emery (DE 28)
 England (DE 635)
 Enterprise (CV 6)
 Ernest G. Small (DD 838)
 Essex (CV 9)
 Etlah (AN 79)
 Evans (DD 552)
 Eversole (DE 404)
 Fanshaw Bay (CVE 70)
 Farenholt (DD 491)
 Fargo (CL 106)
 Fechteler (DE 157)
 Fitch (DMS 25)
 Fletcher (DD 445)
 Flying Fish (SS 229)
 Forrest (DMS 24)
 Foss (DE 59)
 Francis M. Robinson (DE 220)
 Franklin (CV 13)
 Franklin D. Roosevelt (CVB 42)
 Franks (DD 554)
 Fremont (APA 44)
 Fresno (CL 121)
 Fuller (APA 7)
 Gadsden (AK 182)
 Gainard (DD 706)
 Gallatin (APA 169)
 Gar (SS 206)
 Gatling (DD 671)
 Gato (SS 212)
 Gearing (DD 710)
 General Edgar T. Collins (AP 147)
 General John Pope (AP 110)
 General M. L. Hersey (AP 148)

General Robert E. Callan (AP 139)
 George K. Mackenzie (DD 836)
 Gherardi (DMS 30) ex (DD 637)
 Gilliam (APA 57)
 Gilligan (DE 508)
 Glendale (PF 36)
 Glennon (DD 840)
 Goldsborough (DD 188)
 Grand Rapids (PF 31)
 Grayback (SS 208)
 Greenling (SS 213)
 Greenwood (DE 679)
 Gridley (DD 380)
 Griswold (DE 7)
 Guadalupe (AO 32)
 Guam (CB 2)
 Guardfish (SS 217)
 Gudgeon (SS 211)
 Guest (DD 472)
 Guilford (APA 112)
 Gunston Hall (LSD 5)
 Gurnard (SS 254)
 Gwin (DM 33)
 Haddo (SS 255)
 Haddock (SS 231)
 Haggard (DD 555)
 Haines (APD 84) ex (DD 792)
 Half Moon (AVP 26)
 Halibut (SS 232)
 Halligan (DD 584)
 Hammann (DD 412)
 Hamul (AD 20)
 Hancock (CV 19)
 Hank (DD 702)
 Hanover (APA 116)
 Harlan R. Dickson (DD 708)
 Harold J. Ellison (DD 864)
 Harry E. Hubbard (DD 748)
 Harry F. Bauer (DM 26)
 Harry Lee (APA 10)
 Hartford (IX 13)
 Harwood (DD 861)
 Hawkbill (SS 366)
 Hawkins (DD 873)
 Hazelwood (DD 531)
 Helena (CL 50)
 Helen (CA 75)
 Helm (DD 388)
 Henderson (DD 785)
 Henley (DD 391)
 Henley (DD 762)

Navy Men Set a Record for Blood Donors

Navy donors contributed 414 pints of blood in a single day at Tongue Point Naval Station, Astoria, Ore., to set an all-time record for one day's work by a collection unit.

The Red Cross bloodmobile was at the station for two days in all. A total of 601 sailors volunteered blood donations during that time. Of these, 595 were Navy people and six were Coast Guardsmen. Approximately one-third of all Navy and Coast Guard personnel at the station contributed. The rejection rate of volunteers was only 3.19 per

cent—much lower than the 20 per cent rejection rate usually expected.

A large recreation hall was used as a collection center, with special "blood busses" delivering donors at regular intervals. Sailors went through the collection process 15 at a time, finishing up with a 40-minute rest period. Blood sent to Portland, Ore., for storage at the end of the two-day bloodmobile visit totaled 577 pints.

The previous one-day record for blood collection stood at 355 pints, with employees of a California aircraft factory serving as donors.

Henry A. Wiley (DM 29)
 Henry W. Tucker (DD 875)
 Herbert C. Jones (DE 137)
 Herring (SS 233)
 Higbee (DD 806)
 Hilary P. Jones (DD 427)
 Hinsdale (APA 120)
 Hissem (DE 400)
 Hobson (DMS 26) ex (DD 464)
 Hoel (DD 533)
 Hoggatt Bay (CVE 75)
 Holder (DE 401)
 Honolulu (CL 48)
 Hopping (APD 51)
 Hornet (CV 12)
 Houston (CA 30)
 Houston (CL 81)
 Hudson (DD 475)
 Hughes (DD 410)
 Hugh Purvis (DD 709)
 Hugh W. Hadley (DD 774)
 Hulbert (DD 342)
 Huntington (CL 107)
 Huron (PF 19)
 Hydrographer (AGS 2)
 Hyman (DD 732)
 Idaho (BB 42)
 Inch (DE 146)
 Independence (CVL 22)
 Indiana (BB 58)
 Indianapolis (CA 35)
 Intrepid (CV 11)
 Iowa (BB 61)
 Irwin (DD 794)

Jack (SS 259)
 Jack Miller (DE 410)
 Jacob Jones (DE 130)
 James C. Owens (DD 776)
 Jarvis (DD 393)
 Jarvis (DD 799)
 J. Douglas Blackwood (DE 219)
 Jenkins (DD 447)
 John A. Bole (DD 755)
 John C. Butler (DE 339)
 John D. Henley (DD 553)
 Johnnie Hutchins (DE 360)
 John R. Pierce (DD 753)
 John W. Weeks (DD 701)
 Johnston (DD 821)
 Johnston (DD 557)
 Jordan (DE 204)
 Joseph P. Kennedy, Jr., (DD 850)
 Juneau (CL 52)
 Juneau (CL 119)
 J. William Ditter (DM 31)
 Kanawha (AOG 31)
 Kankakee (AO 39)
 Kaskaskia (AO 27)
 Kearsarge (CV 33)
 Kenneth D. Bailey (DD 713)
 Kidd (DD 661)
 King (DD 242)
 Kingfish (SS 234)
 Kitkun Bay (CVE 71)
 Kleinsmith (APD 134)

Knox (APA 46)
 Knudson (APD 101)
 Kraken (SS 370)
 Kyne (DE 744)
 Laffey (DD 724)
 Lake Champlain (CV 39)
 Lamar (APA 47)
 Lamberton (AG 21)
 Langley (CVL 27)
 Lansdale (DD 426)
 Lapon (SS 260)
 La Porte (APA 151)
 Lapwing (AMS 48) ex (YMS 268)
 Las Vegas Victory (AKA 229)
 Lavallette (DD 448)
 LCI 465
 LCI 615
 LCI(L) 538
 LCI(L) 564
 LCI(L) 581
 LCI(L) 583
 LCI(L) 606
 LCI(L) 688
 LCI(L) 689
 LCI(L) 734
 LCI(L) 737
 LCI(L) 746
 LCI(L) 748
 LCI(L) 750
 LCI(L) 753
 LCI(L) 1018
 LCI(L) 1060
 LCI(L) 1067
 LCI(L) 1085
 LCI(L) 1093
 LCI(L) 1095
 LCS(L) 25
 LCS(L) 57
 Leary (DD 879)
 Leedstown (AP 73)

Lehardy (DE 20)
 Le Jeune (AP 74)
 Lexington (CV 16)
 Leyte (CV 32)
 Little (APD 60)
 Lindsey (DM 32)
 Little (APD 4)
 Little Rock (CL 92)
 Livermore (DD 429)
 Loffberg (DD 759)
 Loggerhead (SS 374)
 Long Beach (PF 34)
 Long Island (CVE 1)
 Los Angeles (CA 135)
 Louisville (CA 28)
 Lovelace (DE 198)
 Lowe (DE 325)
 LSM 20
 LSM 158
 LSM 293
 LST 52
 LST 122
 LST 172
 LST 211
 LST 220
 LST 238
 LST 264
 LST 273
 LST 283
 LST 285
 LST 291
 LST 327
 LST 345
 LST 355
 LST 379
 LST 389
 LST 460
 LST 469
 LST 497
 LST 529
 LST 533



Booklet Gives Newcomers the Good Word

Bothered with dizziness? Bilious? Can't sleep nights?—More to the point, do you have "that lost feeling" when reporting at a new station?

Only suggestion for the first three ailments is to consult the nearest HM, but you wouldn't be bothered by the last if you were reporting to Fleet Air Electronics Training Unit, Pacific Fleet, at NAS San Diego. And if all commands followed FAETUPac's lead, "that lost feeling" might be relegated to the same status as small pox in a list of epidemics no longer troublesome to Navy men.

FAETUPac gives two items to each man reporting aboard: (1) a big welcoming smile, and (2) a pocket-sized mimeographed booklet on the cover of which appear "Saludos amigos!" (roughly, "Hi, mates!") and "Welcome aboard!"

What appears inside, though, is no species of Spanish-American double talk. First comes a cheerful message from the C.O. ("... a very warm and hearty Welcome... we will endeavor to make your stay a happy and enjoyable one.... We sincerely wish that this little book-

let... may act as your official guide.")

Follows a clear explanation of the unit's chain of command, its history ("... the command was famous for the Ream Field Raiders football, basketball and softball teams... the fans became known as 'Little Brooklynites.'"), its job, its uniform regulations, its movies, its enlisted men's club ("... it features a beer garden, a dance floor... and television."), etc., etc.

Then there's a good pictorial map with streets and buildings fully identified, and a list of useful telephone numbers—now wait, Mac, there are still *some* phone numbers you'll have to get by yourself. (However, they're readily available.

Want the word on registration of automobiles? That's in the booklet. On educational opportunities? So's that. On bus schedules? Ditto. On housing? That's there too. (Incidentally, the booklet says housing conditions are now pretty good around San Diego.)

And if what you want to know isn't in the booklet, the PIO offers his services in finding the answer to any 64-dollar question.

LST 559
LST 620
LST 648
LST 720
LST 722
LST 768
LST 804
LST 902
LST 947
LST 983
LST 1014
LST 1104
LST 1106
Luce (DD 522)
Ludlow (DD 438)
Lumen (AKA 30)

Lycoming (APA 155)
MacDonough (DD 351)
Macon (CA 132)
Maddox (DD 622)
Maddox (DD 731)
Magoffin (APA 199)
Major (DE 796)
Makin Island (CVE 93)
Maloy (DE 791)
Manchester (CL 83)
Mango (AN 24)

Marcus Island (CVE 77)
Maryland (BB 46)
Maryland (renamed Frederick) (CA 8)
Mason (DE 529)
Massachusetts (BB 59)
Massey (DD 778)
Matanikau (CVE 101)
Maui (ARG 8)
Mayrant (DD 402)
McCalla (DD 488)
McCook (DMS 36)

McDermut (DD 677)
McDougal (AG 126)
McGowan (DD 678)
Melvin (DD 680)
Menges (DE 320)
Meredith (DD 434)
Merrick (AKA 97)
Mertz (DD 691)
Mervine (DMS 31)
Miami (CL 89)
Maintonomah (CM 10)

Midway (CVB 41)
Milwaukee (CL 5)
Mindoro (CVE 120)
Mingo (SS 261)
Minneapolis (CA 36)
Mississinewa (AO 59)
Mississippi (AG 128)ex (BB 41)
Missouri (BB 63)
Mizpah (PY 29)
Moale (DD 693)
Mobile (CL 63)
Mobjack (AGP 7)
Mona Island (ARG 9)
Monrovia (APA 31)
Monssen (DD 798)
Montague (AKA 98)
Monterey (CVL 26)
Montour (APA 101)
Montpelier (CL 57)
Morris (DD 417)
Morrison (DD 560)
Mount McKinley (AGC 7)
Mount Olympus (AGC 8)
Mullany (DD 528)
Mustin (DD 413)
Nashville (CL 43)
Natchez (PF 2)
Natoma Bay (CVE 62)
Naubuc (AN 84)
Neches (AO 5)
Neosho (AO 23)
Neuendorf (DE 200)
Nevada (BB 36)
Neville (APA 9)
New (DD 818)
New Bedford (PF 71)
Newcomb (DD 586)
New Hanover (AKA 73)
New Jersey (BB 62)
New Mexico (BB 40)
New Orleans (CA 32)
New York (BB 34)
Niagara (AGP 1)
Nicholas (DD 449)
Nitro (AE 2)
Noble (APA 218)
Norman Scott (DD 690)
North Carolina (BB 55)
Oakland (CL 95)
O'Bannon (DD 450)
Oberon (AKA 14)
O'Brien (DD 725)

Oceanographer (AGS 3)
Oconto (APA 187)
Odax (SS 484)
Oglethorpe (AKA 100)
Oklahoma (BB 37)
Omaha (CL 4)
Orange (PF 43)
Orca (AVP 49)
Oregon City (CA 122)
Orion (AS 18)
Orlando (PF 99)
Ostara (AKA 33)
Ottawa (AKA 101)
Otter (DE 210)
Paducah (PG 18)
Palau (CVE 122)
Panda (IX 125)
Pargo (SS 264)
Parks (DE 165)
Pasadena (CL 65)
Pathfinder (AGS 1)
Patterson (DD 392)
PC 546
PC 581
PC 615
PC 1202
PC 1209
PC 1588 ex
Annoy (AM 84)
PCS 1405
PCS 1450
Peiffer (DE 588)
Pelias (AS 14)
Pennsylvania (BB 38)
Pensacola (CA 24)
Perch (SS 313)
Permit (SS 178)
Perry (DD 844)
Petrof Bay (CVE 80)
PGM 23
PGM 24
PGM 29
PGM 31
Phaon (ARB 3)
Philadelphia (CL 41)
Philip (DD 498)
Philippine Sea (CV 47)
Phoenix (CL 46)
Pickerel (SS 177)
Picuda (SS 382)
Pierce (APA 50)
Pike (SS 173)
Pillsbury (DD 227)
Pilotfish (SS 386)
Pine Island (AV 12)
Pioneer (AM 105)
Pittsburgh (CA 72)
Plaice (SS 390)
Platte (AO 24)
Plunger (SS 179)
Plunkett (DD 431)
Pocono (AGC 16)

Pomodori (SS 486) Sacramento
 Pope (DE 134) (PG 19)
 Porpoise (SS 127) Sailfish (SS 192)
 Portland (CA 33) Saint Augustine
 Portsmouth (PG 54)
 (CL 102) Saint Louis
 Power (DD 839) (CL 49)
 President Adams Saipan (CVL 48)
 (APA 19) Salmon (SS 182)
 Preston (DD 379) Salt Lake City
 Princeton (CV 37) (CA 25)
 Pringle (DD 477) Samuel Chase
 Prometheus (AR 3) (APA 26)
 Providence (CL 82) Samuel B. Roberts
 Purdy (DD 734) (DE 413)
 Putnam (DD 757) Samuel S. Miles
 Queenfish (SS 393) (DE 183)
 Quick (DMS 32) San Bernardino
 ex (DD 490) (PG 59)
 Quillback (SS 424) San Diego (CL 53)
 Quincy (CA 39) Sands (APD 13)
 Quincy (CA 71) San Francisco
 Rainier (AE 5) (CA 38)
 Raleigh (CL 7) Sangamon
 Rall DD 304) (CVE 26)
 Ralph Talbot San Jacinto
 (DD 390) (CVL 30)
 Ramsay (AG 98) San Juan (CL 54)
 Randolph (CV 15) San Marcos
 Ranger (CV 4) (LSD 25)
 Rathburne San Pedro (PF 37)
 (DD 113) Santa Fe (CL 60)
 Raton (SS 270) Santee (CVE 29)
 Ray (SS 271) Sapphire (PYC 2)
 Reading (PF 66) Saratoga (CV 3)
 Redfish (SS 395) Sargo (SS 188)
 Reid (DD 369) Sarita (AKA 39)
 Remey (DD 688) Satterlee (DD 626)
 Rendova Saufley (DD 465)
 (CVE 114) Savo Island
 Reno (CL 96) (CVE 78)
 Renshaw (DD 499) SC 1277
 Requin (SS 481) SC 1358
 Reuben James SC 1361
 (DD 245) Scamp (SS 277)
 Rich (DE 695) Schmitt (APD 76)
 Rich (DD 820) Scorpion (SS 278)
 Richey (DE 385) Sea Cloud (IX 99)
 Richmond (CL 9) Sea Dog (SS 401)
 Robalo (SS 273) Sea Dragon
 Robert F. Keller (SS 194)
 (DE 419) Seal (SS 401)
 Robert L. Wilson Sea Raven (SS 196)
 (DD 847) Sea Robin (SS 407)
 Rochester (CA 124) Seattle (IX 39)
 Rochester (Old Ar- Sea Wolf (SS 197)
 mored Cruiser) Sederstrom
 (CA 2) (DE 31)
 Rogers (DD 876) Sellstrom (DE 255)
 Roulette (AKA 99) Seminole
 Rombach (DE 364) (AKA 104)
 Ronquil (SS 396) Seminole (AT 65)
 Roper (APD 20) Sennet (SS 408)
 Rowan (DD 782) Shad (SS 235)
 Roy O. Hale Shadwell (LSD 15)
 (DE 336) Shangri-La (CV 38)
 Runner (SS 275) Shannon (DM 25)
 Rushmore Shark (SS 314)
 (LSD 14) Shea (DM 30)
 S-44 (SS 155) Shelby (APA 105)

Reenlistment Mark Set By Crew of USS *Verdin*

The crew of *uss Verdin* (AMS 38), one of those small "wooden ships with iron men" that do unheralded but vital jobs afloat, thinks it may have a new Navy record here.

Seven of *Verdin's* crew of 29, who consider life aboard an auxiliary minesweeper good duty, shipped over within the space of one week. Admittedly a cruiser or carrier may have a much larger number of men reenlisting during a seven-day period, but *Verdin* is figuring things on a percentage basis (pretty close 24.138 per cent but call it 25).

Can your ship beat this?

Sheldrake (AM 62) Tarpon (SS 175)
 Shelton (DE 407) Taussig (DD 746)
 Shields (DD 596) Tautog (SS 199)
 Siboney (CVE 112) Tennessee (BB 43)
 Sicily (CVE 118) Terror (CM 5)
 Sidonia (AKA 42) Texas (BB 35)
 Sierra (AD 18) The Sullivans
 Silversides (SS 236) (DD 537)
 Silverstein Thomas E. Fraser
 (DE 534) (DM 24)
 Sirago (SS 485) Thomas Jefferson
 Sitka (APA 113) (APA 30)
 Skate (SS 305) Thresher (SS 200)
 Skipjack (SS 184) Ticonderoga
 Smith (DD 378) (CV 14)
 Snook SS 279) Tide (AM 125)
 Solace (AH 5) Tirante (SS 420)
 South Dakota Token (AM 126)
 (BB 57) Toledo (CA 133)
 Southern Seas Tolman (DM 28)
 (PY 32) Tomahawk (AO 88)
 Spangenberg Topeka (CL 67)
 (DE 223) Trigger (SS 237)
 Spearfish (SS 190) Trinity (AO 13)
 Spence (DD 512) Trout (SS 202)
 Sperry (AS 12) Troy ex (Steamship
 Spikefish (SS 404) Minnesota)
 Spokane (CL 120) Tucson (CL 98)
 Springfield (CL 66) Tulagi (CVE 72)
 Sproston (DD 577) Tumult (AM 127)
 Stadtfeld (DE 29) Turner (DD 648)
 Steelhead (SS 280) Tuscaloosa (CA 37)
 Stembel (DD 644) Twiggs (DD 591)
 Sterett (DD 407) Tyrrell (AKA 80)
 Sterlet (SS 392) Uhlmann (DD 687)
 Stockham United States
 (DD 683) (Frigate)
 Stormes (DD 780) Valley Forge
 Straub (DE 181) (CV 45)
 Strive (AM 117) Vermillion
 Sunfish (SS 281) (AKA 107)
 Suwanee (CVE 27) Vesole (DD 878)
 Swordfish (SS 193) Vesuvius (AE 15)
 Tambor (SS 198) Vincennes (CL 64)
 Tarawa (CV 40) Vincennes (CA 44)

Vogelgesang Willard Kieth
 (DD 862) (DD 775)
 Wadsworth William P. Biddle
 (DD 516) (APA 8)
 Wahoo (SS 238) William R. Rush
 Wake (PR 3) (DD 714)
 Wake Island Wisconsin (BB 64)
 (CVE 65) Wiseman (DE 667)
 Walke (DD 723) Witek (DD 848)
 Walker (DD 517) Woodworth
 Waller (DD 466) (DD 460)
 Wasatch (AGC 9) Woolsey (DD 437)
 Washington Woonsocket
 (BB 56) (PF 32)
 Wasmuth Worcester (CL 144)
 (DMS 15) Wren (DD 568)
 Wasp (CV 18) Wright (CVL 49)
 Waukesha Wyandot (AKA 92)
 (AKA 84) Wyffels (DE 6)
 Wayne (APA 54) Yancey (AKA 93)
 Weis (APD 135) YMS 98
 West Virginia YMS 119
 (BB 48) YMS 164
 Wharton (AP 7) YMS 449
 Wheatland YMS 287
 (AKA 85) YMS 365
 Wichita (CA 45) Yorktown (CV 10)
 Wickes (DD 578) Zane (DMS 14)
 Wilkes (DD 441) Zeilen (APA 3)
 Wilkes Barre Zellars (DD 777)
 (CL 103) Zircon (PY 16)

Brief histories of Japanese battleships *Yamato* and *Musashi* and the aircraft carrier *Shinano*.

Standard Nomenclature of U. S. Navy Ships.

Long Range Plans Formulated For Reserve Group Training

Men in their first enlistment who are members of Organized Surface Divisions of the Reserve will be trained in units whenever practicable, according to long range plans outlined by the Bureau of Naval Personnel.

During their first annual two-week training period, Reserve "boots" will be given basic training either at Great Lakes or San Diego Recruit Training Centers. Their next two annual training stints will be spent aboard ships, the first in a vessel assigned for Reserve training, the second in a fleet ship, within available quotas.

Training after the third year will be alternated between appropriate schools or other shore activities, fleet cruises, the Reserve Fleet, or ships assigned to Commandants for Reserve training. Cruising as a unit will be encouraged where practicable and where sufficient numbers can be ordered.

Roundup of Legislation of Interest to Naval Personnel

Among the many bills introduced or acted upon by Congress are many items of interest to naval personnel.

Each month ALL HANDS reviews action taken by Congress on this type of legislation to provide information to the naval establishment. The last legislative summary appeared in ALL HANDS, March 1950, p. 55.

Academy Provisions—H.R. 5532 and H.R. 7058: Favorably reported by House Armed Services Committee; to amend laws relating to the U. S. Military Academy and the U. S. Naval Academy. (Sections pertaining to the Naval Academy are: Section 4, requiring each midshipman appointed to the Naval Academy to sign articles specifying obligatory service. Under present law a midshipman engages to serve in the Navy during the pleasure of the President unless sooner discharged by competent authority; at present, it is the policy not to accept resignations from the time a midshipman enters the first class (the last year) and until he has



completed three years service. Section 6 permits more flexibility in appointments and gives more opportunities to outstanding individuals. Section 7 provides for admittance of sons of Air Force and Coast Guard officers to the Naval Academy. Section 3 terminates the special age limit under which men whose secondary school educa-

tion was interrupted, could complete it and still be appointed to the Academy. Elimination of this waiver brings the entrance requirements back to the 17 to 22 year age limits, the special provision having served its purpose.)

Administering Oaths—H.R. 6171: favorably reported by full House Armed Services Committee; to authorize commissioned officers of the Army, Navy, Air Force and Marine Corps to administer the oath required for the enlistment of any person, the oath required for the appointment of any person to commissioned or warrant officer grade, and any other oath required by law in connection with the appointment or enlistment of any person.

Retroactive Benefits—S. 3145: Introduced; to amend previous law so as to extend retroactively benefits for members of the Reserve components of the armed forces who suffered disability or death from injuries incurred while engaged in training.

Retirement Review—S. 3146: Introduced; to enable any commissioned officer who was discharged, retired, or released from active service without retirement pay for physical disability to obtain a review of his entitlement to retirement pay for physical disability.

Civilian Displacement—H.R. 7467: Introduced; to prevent military personnel from replacing civilians in the Department of Defense.

Reservists' Status—H.R. 6077: Reported favorably by the House Armed Services Committee as an amendment to Naval Reserve Act of 1938; to clarify the status of Naval Reservists relating to offices of trust or profit under the government of the United States. (Present law has been construed to mean that, as far as Naval Reservists are concerned, no person holding any office of profit or trust under the United States may accept employment with a concern directly controlled by a foreign government. In the past many Naval Reserve aviators have had to be discharged in order to accept employment with foreign controlled air lines. Amendment to the Naval Reserve law reads: "... and the Congress hereby grants its consent to officers and enlisted

New Reservists Will Get Boot Training

Youthful sailors entering the Naval Reserve now go through "boot camp" just like men entering the Regular service.

During his first year in the Naval Reserve, the recruit will get two weeks of basic training either at Great Lakes Naval Training Center or at San Diego Naval Training Center.

The Reservist's training will be a special two-week version of the 10-week recruit course given the Regulars. He will take courses in military training, small arms fire, seamanship, ordnance and gunnery, physical training and firefighting.

During the busy two weeks he will spend at Great Lakes or San Diego, the Reserve recruit will also get a total of 88 hours of organized study plus general indoctrination in watch standing, care of the uniform, cleaning of quarters and other phases of life in the Navy.

By no means all work and no play, however, recruit training will also offer plenty of time for recreation—hobby shops, library, game rooms,

swimming pool and all competitive sports.

The new Reserve recruit schools, operating side by side with the Regular recruit schools, will turn out graduates on a year-round basis. The summer months, however, are expected to see the largest number of recruits attending the schools. At Great Lakes alone, they expect as many as 1,000 recruits to be in camp throughout July and August.

Only after the Reserve recruit has mastered the fundamentals of basic training will he be given a chance to take a two-weeks' annual cruise at sea. Current plans provide that in his second year in the Reserve program, the Reservist will take his cruise aboard a Naval Reserve ship, and in his third year aboard a fleet ship, if the quotas permit.

In subsequent years, the Reservist will get a chance to attend a service school, to serve a two-week tour of duty in the Reserve or "mothball" fleet, or to take additional cruises in fleet or Reserve ships when space is available.

members of the Naval Reserve while not on active duty, except those entitled to receive retainer pay or retired pay under any provision of law, to accept, subject to the approval of the Secretary of the Navy or such officer as he may designate, civil employment with and compensation therefor from any foreign government or any concern which is controlled in whole or in part by a foreign government.")

Time Extension — H.R. 7235: Introduced; to extend, under certain conditions, the period for initiating a medical or dental course under the Servicemen's Readjustment Act of 1944.

Pay Revision — H.R. 7246: Introduced; to amend the Career Compensation Act of 1949 so as to equalize credits for service in the armed forces for pay and longevity purposes.

Enlisted Award — H.R. 7271: Introduced; to make certain provisions in connection with the certificate of merit granted to an enlisted man for distinguished service.

Reserve Medal — H.R. 6977: Introduced; to establish an Armed Forces Reserve Medal. (Provides for a medal, together with suitable appurtenances and devices, called the Armed Forces Reserve Medal for award to persons who have completed a total of not less than 10 years honorable service as a member of any component, except a regular component, of the Army, Navy, Air Force, Marine Corps or Coast Guard. A bronze star in lieu of another Reserve Medal will be awarded for each additional period of service.)

Reserve Commendation — H.R. 6979: Introduced; to establish an Armed Forces Reserve Commendation Ribbon. (For award to any person who has distinguished himself by meritorious service while serving as a member of any component, except a regular component, of the Army, Navy, Marine Corps, Air Force or Coast Guard. Bronze star to be awarded in lieu of another.)

Women's Rank — H.R. 7152: Introduced; to provide that the highest temporary rank of the commissioned officers of the various Women's Corps of the Armed Forces of the United States shall be "brigadier general" or "rear admiral, lower half." (In effect, this increases the highest rank that now can be held.)

QUIZ ANSWERS

Quiz Aweigh is on page 7

1. (c) Making a fender.
2. (b) Fid. Webster defines a fid as a wooden pin used to separate the strands of a line for splicing, etc. A similar implement made of iron is properly called a marlinspike.
3. (c) Assistant Secretary of the Navy for Air.
4. (b) Assistant Secretary of the Navy.
5. (c) Three. Other than F.D.R., there are USS *Midway* (CVB 41) and USS *Coral Sea* (CVB 43). All are on active duty.
6. (a) According to *Jane's Fighting Ships* 1947-48, these vessels carry 137 aircraft "including large bombers of latest type."

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs, Navacts, and BuPers Circular Letters, not as a basis for action. Personnel interested in specific directives should consult Alnav, Navact and BuPers Circular Letter files for complete details before taking any action.

Alnavs apply to all Navy and Marine Corps commands; Navacts apply to all Navy commands; and BuPers Circular Letters apply to all ships and stations.

NavActs

No. 1 — Concerns procurement of Form 214, Report of Separation.

Alnavs

No. 12 — Concerns approval of captains (line).

No. 13 — Announces selection board to recommend officers for promotion to lieutenant commander, commander and captain.

No. 14 — Announces President's approval of promotion of officers in the Marine Corps.

No. 15 — Supersedes Alnavs 18-49 (NDB, 15 Mar 1949), 29-49 (NDB, 31 Mar 1949) and 65-49 (NDB, 15 June 1949). Concerns professional examination for promotion of officers of Regular Marine Corps and Naval Reserve on active duty.

No. 16 — Announces results of selection for commander.

BuPers Circular Letters

No. 17 — List of BuPers directives in effect as of 15 Jan 1950 or cancelled.

No. 18 — Information concerning the new "flat-type" enlisted service record.

No. 19 — Establishes certain new

officer designators and classifications.

No. 20 — Concerns hospitalization of naval pilots for treatment of illness or serious injury.

No. 21 — Announces four-year scholarship to Rensselaer Polytechnic Institute.

No. 22 — Concerns joint use of U. S. Military Academy and U. S. Naval Academy Preparatory Schools.

No. 23 — Institutes evaluation sheets for petty officers first class and chief.

No. 24 — Concerns intelligence training for the year 1950 (fiscal).

No. 25 — Establishes special Naval Classification System (Job-Code).

No. 26 — Calls for applications for Naval School, Cargo Handling, Naval Supply Center, Oakland, Calif.

No. 27 — Concerns Roster of Officers (NavPers 353).

No. 28 — Concerns *The Brig Manual*.

WHAT'S IN A NAME



Mother Carey's Chickens

The stormy petrels, birds that fly far from land, feeding on small surface-swimming creatures and refuse from ships, were once held in superstitious regard by sailors. They were given the name of Mother Carey's chickens.

The birds are about six inches long and are dark in color except for a white spot on the rump. They have a batlike flight and seem to tickle their toes on the waves.

Their style of low flight perhaps accounts for their name of petrel, which is believed to be a diminutive of the name Peter, so called in allusion to St. Peter's walking on the sea.

The name, Mother Carey, is said to be an Anglicization, in sailor's use, of *mater cara*, an epithet of the Virgin Mary who was regarded as a protector of sailors.

Here's More Information on Benefits Under the New Pay Bill

This is the second in a series of articles which ALL HANDS is printing to interpret the new pay law—the Career Compensation Act of 1949.

The new pay law was passed by Congress in September 1949 and went into effect for all Naval personnel on 1 Oct 1949. It will take some time before all questions raised by the new law will be ironed out by the Bureau of Supplies and Accounts and other bureaus, but its provisions in general have become clear.

This article deals with the changes that have been made in payments to service personnel for quarters, subsistence, and for family allowance benefits payable to their dependents.

Family Allowance Ends—For many enlisted men, the entitlement of their dependents to receive family allowance payments ended with the passage of new pay law. This law provides that all family allowance payments to dependents shall be stopped by 1 July 1952 and, for many dependents, shall be stopped before that date.

Briefly, family allowance payments are those payments made by family allowance check to the families or dependents of enlisted men. Contribu-

Navy Band Will Make 2 Tours During 1950

The Navy Band, with LCDR Charles Brendler directing, will make two tours during 1950, appearing in 22 states from the Atlantic to Pacific coasts.

This spring from 17 April through 23 May concerts will be presented in Virginia, West Virginia, Ohio, Indiana, Missouri, Kansas, Nebraska, Iowa, Minnesota, Michigan, Wisconsin, New York and Pennsylvania.

This fall tour, 16 Oct through 21 Nov, will take the band to the Far West. Appearances are scheduled in Idaho, Montana, Washington, Oregon, California, Nevada, Arizona, New Mexico and Colorado.

tions toward this family allowance are made both by the individual enlisted man and by the government.

On each payday, a certain amount is deducted from the enlisted man's pay check and is sent, together with an additional amount contributed by the government, to the family of the enlisted man. The total amount of the check depends upon the number of

dependents entitled to receive benefits.

The family allowance was originally intended to provide for the support of dependents of enlisted personnel who were called into the service or who voluntarily enlisted in the service in World War II. When Congress passed the new pay law, it decided that the family allowance payments should now be discontinued.

However, there is an additional provision in the new pay law which protects most servicemen from a reduction in their total "take home pay" as a result of the passage of the new pay law and its elimination of the family allowance.

This provision is popularly known as the "savings clause" and, generally speaking, provides that an enlisted man may draw either his new base pay *plus* quarters *plus* subsistence *plus* any special pay to which he is entitled under the new pay law; or, on the other hand, he may draw "saved pay" which means he gets the pay and allowances that he was receiving at the time the new pay law went into effect.

In other words, subject to certain exceptions that your disbursing officer can explain to you, you are entitled to draw your revised pay and allowances under the new pay law *or* your old pay and family allowance, whichever will give you more money.

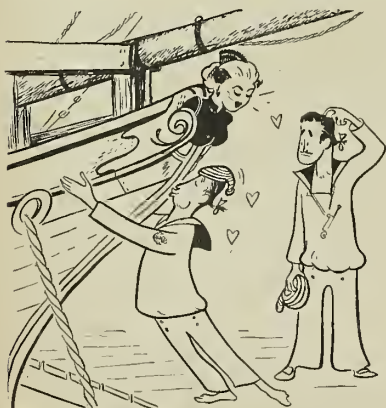
A number of different factors enter into the determination of whether you will draw your new pay and allowances or whether you will draw this "saved pay." Your disbursing officer has a whole pile of instructions which he must consult to figure out what your pay will be under the new pay law.

To check on your pay under the new pay law, look at ALL HANDS, November, 1949, p. 45. The chart on this page will give you all the major items in your new pay figure except special pay (i.e. sea pay, flight pay, hazardous duty pay, etc.). Compare the final figure you get here with the total pay you were drawing on 30 Sept 1949. If the 30 Sept figure (including the government's contribution to the family allowance pay-

HOW DID IT START

She

The seaman's ship has not always been referred to as feminine, despite the fact that she, her and hers are nowadays used whenever reference is made to a ship.



Back in the 16th and 17th century, the historians point out, a ship was masculine. They cite "man-of-war," "Indiaman" and "merchantman," terms which have come down from that early period, as proof of their point.

Exact origin of the use of the feminine is vague. Some, however, attribute it to the fact that during the middle of the 16th century, Queen Elizabeth's English Navy began to excel on the high seas. The Queen's sailors probably began to refer to the ships as her in keeping with the title *Her Majesty's ships*.

The sleeker, more graceful lines of the ship designs of that time is held by some as accounting for the shift from "him" to "her." But other historians point out that sailors have always held the feminine in high regard and consequently no finer tribute could be paid their ship than to refer to it in the feminine gender.

able to your dependents) is larger, chances are that you should be drawing "saved pay."

How long can you continue to draw "saved pay," if you are drawing it, and how long can your dependents continue to receive family allowance payments? In general, here are the answers to these questions.

- If, on 1 Oct 1949, you were serving in an enlistment or reenlistment contracted prior to 1 July 1946, and you are otherwise entitled to draw "saved pay," all your qualified dependents who were receiving family allowance payments on 30 Sept 1949 are entitled to continue to receive family allowance payments until the expiration of such enlistment or until 1 July 1952, whichever is earlier.

- If you are serving in an enlistment or reenlistment contracted on or after 1 July 1946 and prior to 1 Oct 1949 and you are otherwise entitled to draw "saved pay," your wife and children can receive family benefits until the expiration of your current enlistment or 1 July 1952, whichever is earlier. Your brothers and sisters, however, will not be entitled to receive family allowance payments after payment for April 1950. Furthermore, your father or your mother will not be entitled to receive family allowance payments after payment for April 1950 if you have a wife or child receiving family allowance benefits. However, if you have no wife or child receiving family allowance payments and your father and mother or both are receiving family allowance payments because they are dependent upon you for their chief support (more than half their support), then your father or mother or both can continue to receive family allowance payments if they continue to be dependent upon you for more than half of their support until the expiration of your enlistment or 1 July 1952, whichever is earlier.

- If you are one of the few whose enlistment expired on 1 Oct 1949 and who reenlisted within one month of that time, and you are otherwise entitled to "saved pay," any of the dependents shown in the paragraph above who were receiving family allowance benefits on 30 Sept 1949 will continue to receive such benefits until the end of your enlistment or until 1 July 1952, whichever is earlier, if

Navy's Chestiest People Come from West

"Chestiest" people in the Navy, if a survey of a small group can be indicative of the whole, are personnel from the Western and north Midwestern sections of the U. S. A. Recording tapes reeled out, on the average, nearly 34 inches in circumference navigating such home-grown, full-blown ribs as come from them parts.

And the greatest chest expansion belongs to personnel from another group of Midwestern states, averaging more than three inches of expansion per man at full blast.

This does not imply that personnel from other sections of the country have either concave chests or inferiority complexes, or even that the facts are true of the Navy-wide situation. Chest measurements used in the Bureau of Medicine and Surgery survey were from recruits taken into the Navy and Marine Corps in the space of one month — 6,090 recruits in all, or approximately one seventieth of the total force today.

But, taken for what they may be worth, the facts are interesting. They show that Marine Corps personnel may be more chesty than Navy men, 33.58 inches to 33.35, in average chest measurement at expiration. But they also show that Navy recruits won the day in chest expansion, averaging 2.90 inches to 2.76 for the Marines.

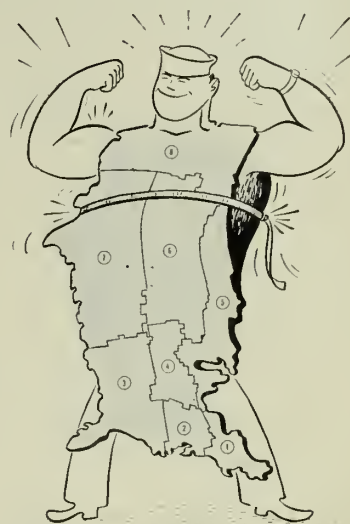
As compiled for the publication *Statistics of Navy Medicine*, here are the comparative figures on chest measurements of recruits by recruiting areas:

- First, men from recruiting area eight, with an average chest measurement of 33.91 inches.
- Second, recruiting area five, 33.63 inches.
- Third, recruiting area two, 33.43 inches.

they continue to qualify as your dependents under the law.

- If your enlistment expired after 1 Oct 1949, you are not entitled to "saved pay" and your dependents are not entitled to family allowance payments even though you may have extended your enlistment or immediately reenlisted. There are no exceptions here.

Also, generally speaking, the new



Of the remaining five areas, the lowest averaged a chest measurement of 32.78 inches on its recruits. Averages for chest expansion were:

- First, recruiting area four, with an average chest expansion among its recruits of 3.04 inches.
- Second, recruiting area seven, 2.98 inches.
- Third, recruiting area eight, 2.97 inches.

In the other five areas, the lowest of all was 2.61 inches — nearly half an inch difference from the highest. For reasons of security (editor's security), the area with the lowest will not be published.

What does it all mean? Well, to an unofficial observer it would seem that Californians are capable of longer windedness than even Texans and Brooklynese, seeing as how they rank as being both chesty (first) and expansive (third). However, when queried as to this point, the BuMed statisticians replied: "No comment."

pay law provides that, if you are receiving "saved pay" after 30 Sept 1949, you may be discharged from the service if you make application for it by 1 Oct 1950. In other words, if the new pay bill, which was intended to provide an increase in pay for all personnel, doesn't increase your pay, you may request a discharge.

Quarters Allowance — To take the place of the old family allowance, the

old "money allowance for quarters" (MAQ) for petty officers in the top three enlisted pay grades *with dependents* has had its name changed and has been increased.

Now it's "basic allowance for quarters" (BAQ) and it has been raised from the old rate of \$37.50 to the new rate of \$67.50 a month.

This granting of an increased quarters allowance to top grade petty officers who have dependents follows along the same line as the former regulations which provided that a petty officer second class and above

and his family were entitled to the old MAQ, if suitable quarters were not available for them.

Likewise, the quarters allowance for all single men and for petty officers third class (with less than seven years' service and below) was raised from the old \$37.50 to the new rate of \$45 a month.

Incidentally, it makes no difference whether a petty officer third class (with less than seven years' service) or a man in pay grades E-1, E-2 or E-3 has persons dependent upon him or not. Under the provisions of the

new pay law (as under the old law as well) he cannot draw any more than \$45 if quarters are not available because he is considered to be a "single" man for pay purposes until he is advanced to the top grades.

Quarters allowance for officers has also been raised. Formerly, the officer quarters scale started at \$60 for a new ensign and ran to \$120 for an admiral. Now, the scale begins at \$75 and runs to a \$150 top.

Generally speaking, quarters allowances for both officers and enlisted men are paid by the government only when no government quarters are available or when there are "inadequate government quarters or housing facilities."

The civilian commission that was appointed by the President to recommend changes to be made in the old pay scales for the armed forces, expressed the feeling that quarters allowances should not only increase with the rate or rank of the individual but that they should also be geared to the standard of living at each duty station.

For example, the Hook Commission said, when the cost of renting or buying a house should increase, the quarters allowance paid by the government should also increase in proportion. In this fashion, you would have a "sliding scale" of quarters allowance payments.

Of housing in the armed services, the Commission had this to say: "Much construction today (1948) is of a temporary nature and new construction as well as the maintenance and repair of existing structures is restricted by the armed force budget. Roughly 80 per cent of the officers and warrant officers in the service today do not have quarters provided by the government or housing that is considered adequate."

Following publication of the Commission's report, the Munitions Board, a group under the direction of the Secretary of Defense, began a long-range study of housing conditions in the military service in an attempt to formulate a policy on service housing. For the latest on service housing surveys see *ALL HANDS*, January 1950, p. 48.

The new quarters allowance replaces the former "rental allowance" for officers and the "station quarters

Transporting Transplantable Sponges

Off the shores of Ailinglapalap Atoll in the Marshalls are large areas of thriving sponge beds, providing a means of income to the local natives. At Ebon Atoll a few hundred miles away, there were no sponges and little stock available—but growing conditions were excellent.

Now sponges are among the more delicate of animals. They won't stand much of a temperature change, and die fairly quickly out of water.

But if the living porifera could be transplanted from Ailinglapalap to Ebon, they would be almost a sure success and a future aid in the economic welfare of the natives.

The problem: How to transfer growing stock from Ailinglapalap to Ebon?

Thus came about a mission somewhat unique for a Navy plane, a PBM-5A *Mariner* based at Kwajalein. Provisionally, perhaps, the name of the plane was "The Missionary."

With Lieutenant Leroy F. Smith, USN, and Lieutenant (junior grade) Charles C. O'Hearn, USN, in the pilot and co-pilot chairs, "The Missionary" took off from Kwajalein at 0645 one bright morning to see what could be done about the situation. In her after station were nine wooden barrels, pickle barrel size, half-filled with water to swell the joints and prevent leaking.

Also on board was a special party headed by a University of Hawaii zoology professor, on assignment with SIM (Scientific Investigation of Micronesia). Their special task

was to investigate and advance production of sponges.

At Ailinglapalap the Navy plane was set down within a few hundred yards from the sponge beds and the SIM party disembarked into Marshallese native boats.

Over the sponge beds the party pulled up about five wires loaded with sponges. The wires had been anchored by small blocks and kept upright by bottles floating in the water. Now they were gathered in and towed intact to "The Missionary."

While the gathering was going on, the plane's crew emptied the barrels and took on local water to minimize the variation in temperature. Then the crew stripped down and loaded the sponges from the stringers one by one into the buckets for transfer into the barrels — a back-breaking job.

Once loaded, the plane took off for Ebon. About 40 full-grown sponges were transferred in this manner. For transplanting in the new beds, they provided about 500 slips.

At Ebon the pilot used the *Mariner's* reversible propellers to back the large plane within 200 feet of the beach, where it was then anchored. Natives swam out in pairs and, two to a barrel, pushed them ashore and then down the beach about half a mile to the sponge beds.

"These sponges," said the pilot, never left the water for even a fraction of a second during the whole transfer."

allowance" and "money allowance for quarters" for enlisted men.

Under the new pay law, the definition of "dependent" remains much the same as it has been under existing regulations. Here are the exceptions:

- Under the new pay law, to be entitled "basic allowance for quarters" (BAQ) for a father or mother, the father or mother must, in fact, be dependent on the serviceman claiming them as dependents for over half of the father or mother's support and must actually reside in the household of the serviceman.

- The term "dependent" includes unmarried, legitimate children of the serviceman over 20 years of age, who are incapable of self-support because they are mentally defective or physically incapacitated, and who are in fact dependent upon the serviceman for half of their support.

- Children of a female member of the armed services must in fact be dependent upon the servicewoman for over half of their support, even though the father of any dependent children is deceased.

- Regulations governing entitlement to BAQ for enlisted persons without dependents remain the same as they were under the old pay regulations for "station quarters allowance." However, additional regulations will be issued in the future to more fully cover this group.

Subsistence Allowance—In today's Navy, all officers receive a basic allowance for subsistence on a monthly basis. Enlisted personnel, if subsistence is not available for them or if they are permitted to eat off the station to which they are assigned, are entitled to "basic allowance for subsistence" or BAS if they fall in one of the three categories listed below. Beside each category is the amount a man will receive should he fall under that category:

- When rations in kind are not available — \$2.25 per day.

- When permission is granted to mess separately — \$1.05 per day.

- When assigned to duty under emergency conditions where no government messing facilities are available — not to exceed \$3 per day.

All officers are now entitled to \$42 a month subsistence, notwithstanding the number of dependents they may

have. Under the old system, officers were allowed 70 cents a day, or \$21 a month (with no dependents), \$42 a month (with one dependent) and \$63 a month for certain other ranks.

As they were under the old law, enlisted men shall be entitled to receive the appropriate BAS even while they are on authorized leave or while they are sick in a hospital, provided of course that they aren't being fed by the government.

New Service Record Folder Offers Distinct Advantages Over Older Wallet-Type

The new flat type enlisted service record folder was made available in all district publications and printing offices in March 1950, and is to be placed in use at the earliest practicable date. Details appear in BuPers Circ. Ltr. 18-50 (NDB, 31 Jan 1950).

Personnel whose records are to be kept in the new folder are (1) all Regular Navy enlisted men on continuous active duty.

Service records of inactive Fleet Reserve personnel, retired personnel and members of the Organized Reserve may be converted at the discretion of the Commandants. At this time the flat folder will not be used for Volunteer Reservists.

Initially, the adoption of the flat record form will involve only transfer of pages and correspondence from the old jacket into the new folder. New pages for use within the folder are currently being printed and should be available in approximately three months.

Some predicted advantages of the new folder:

- Saving in stowage space; five new folders can occupy space formerly used for three of the old jackets.

- Increased neatness and safety of contents; all papers in the new folder are laid flat and clipped securely.

- Reduction of duplicated information, with consequent reduction of paper work and time.

- Conformity with systems and format in use in other branches of the Armed Forces.

- Reduce the time necessary for entering or extracting information in the record.

HERE'S YOUR NAVY

Sometimes Navy pilots—as well as other pilots—become "disoriented" in flight. This is especially likely when they are flying "on instruments" in conditions where visibility is poor. They may feel that their plane is tilted



or flying erratically in some other way, even when instruments truthfully state that everything is all right. Two unusual devices are used in experiments sponsored by the Office of Naval Research to study disorientation.

★ ★ ★

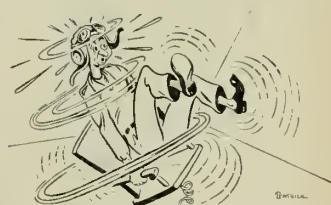
The devices are actually a pair of small rooms, each suspended upon pivots so that it can be tilted to port and starboard. Suspended between



floor and ceiling in the center of each room is a chair which also can be tilted to right and left. One of these rooms is equipped with rubber-tired wheels so that it can speed around a circular track.

★ ★ ★

Seated upon the chair in one of the closed rooms, the subject closes his eyes. While he is thus in the dark, the room or the chair or both may be tilted by an operator. With his eyes



open again, the subject attempts to put himself once more on an even keel in his chair—while whirling around a circle in some cases. Through study of the varying results, scientists may devise means of selecting and grooming even better pilots.

BOOKS:

NARRATIVE LEADS APRIL'S BOOK LIST

• *I Was There*, by Fleet Admiral William D. Leahy; Whittlesey House.

This is a story of World War II — almost a day-to-day story — as observed from the center of the ring, so to speak. No American was closer than was Admiral Leahy to the vital centers of operation, decision and command.

The volume begins with the author's being relieved of the governorship of Puerto Rico to become ambassador to France in January 1941. It shows the state of affairs and the diplomatic battles he encountered there during that year and his return to the U. S. to assume the post of Chief of Staff. From there it carries on through all the important events up to the defeat of Japan.

I Was There is an inside picture of the workings of the High Command and shows the pressures and tensions that accompanied everything during the war years. It highlights the turning points and crucial occurrences at home and abroad.

As advisor, confidant, military expeditor and general assistant to Presidents Roosevelt and Truman, the Admiral lived in the White House. He held a private conference almost every morning with the Chief Execu-

tive of the nation. He attended the famous conferences at Washington, Quebec, Cairo, Teheran, Yalta and Potsdam. He observed, advised and debated with the great and controversial figures of the decade. As Chief of Staff, he coordinated the work of our top-ranking military leaders. All of this qualified him to write a book of this type, and qualified him fully.

It's well illustrated with photographs and includes a foreword by President Truman.

★ ★ ★

• *The American Mind*, by Henry Steele Commager; Yale University Press.

This, as the title would indicate, is a picture of the emotional and intellectual temper of America. It opens with a profile of the 19th century American and moves on to the present time.

While this is a long way from the reading diet of the comic-book boys, it will be of interest to many besides the PhDs in your crew. Don't be surprised if you find yourself liking it a lot — and gaining a wider and fresher outlook by reading it through.

★ ★ ★

• *Mr. Midshipman Hornblower*, by C. S. Forester; Little, Brown and Company.

It was a windy day in January 1794, and His Majesty's Ship *Justinian* was tugging at her moorings just off the English Channel. A shoreboat came plunging out toward the battleship, rowed by two brawny women. In its sternsheets huddled a thin, seasick figure — that of Midshipman Horatio Hornblower, aged 17.

"Well, obey orders, learn your duties," the captain told him when he had reported aboard, "and no harm can come to you." But the skipper failed to warn the youngster of the imminent return of Senior Warrant Officer John Simpson. And before he had learned to find his way readily about the ship, Midshipman Hornblower found himself at pistol-points with Simpson.

Young Hornblower had been the laughingstock of the 'tween-decks — the boy who was seasick in Spithead. But that was before the duel with Simpson and before Hornblower was

transferred to His Majesty's Frigate *Indefatigable*. All that was finished by the time he went aboard the French ship *Marie Galante* with a prize crew to put into port with a cargo of rice. . . .

Here is another of the Horatio Hornblower books. It will take its place among the many others that unnumbered people have read with great pleasure.

★ ★ ★

• *King-Doctor of Ulithi*, by Marshall Paul Wees and Francis Beauchesne Thornton; The Macmillan Company.

Here is the true account of a Navy doctor's stay on the island of Fassarai in the atoll of Ulithi. Lieutenant Wees was sent to Fassarai to cure the natives of yaws, and stayed on to do many other things. These things included inaugurating some rather drastic sanitation, introducing swings and orange juice for the children, and supplying the people with English lessons, movies and a new church. The inhabitants wanted him to be king, but the doctor agreed only to be co-king.

Says Doctor Wees, "The more I brooded on my six months among these people, the more I was convinced that the story should be told to the great public hungry for wisdom and insight. This is my story, stranger than fiction and far more splendid."

★ ★ ★

• *The King of Fassarai*, by A. D. Divine; the Macmillan Company.

Hardly could such a stirring tale as the foregoing escape the notice of the novelists. Consequently and quite naturally, a novelist did latch onto the saga of Dr. Wees to form him the framework of a thumping good tale.

Here we find the people of Fassarai dying. The Navy, moving in to set up a command base for Halsey's fleet, has given them food, medical treatment, everything but the will to live. Then Lieutenant Reis, who had dreamed of combat, comes to the atoll. He lives, works and feasts with the natives, pleads for them and steals for them, giving them new health and spirit. . . .

It's a first-rate novel, full of humor, realism and charm.

★ ★ ★

Try some of this month's selections for size and texture. BuPers has chosen them and the Navy has purchased them for ship and station libraries.



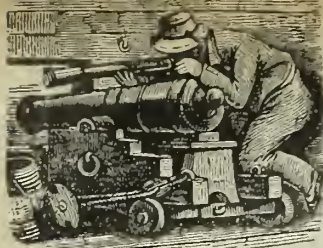
BIG THREE conclaves are described by FADM Leahy (at FDR's right) in his new book, *I Was There*.

PROTECTOR AT SEA



OFF NEW ENGLAND: 1781

Wherein Ebenezer Fox signs as cabin steward on board the Massachusetts state ship PROTECTOR and cruises in the Atlantic. From the book "Revolutionary Adventures."



PROTECTOR AT SEA

To a young farmer's apprentice trying to run away from his master, it seemed ill luck that he had chosen a night when the countryside was in turmoil. People clustered in every town along the road from Boston, stopping all travelers to ask if the war had really begun.

Of such knowledge the boy had none, but he did know that if anyone suspected him to be a runaway, he probably would be returned to his former hard life on the farm near Roxbury.

It was 18 April 1775. Later in the night, Paul Revere would ride out of Boston, warning these same people of British red-coats on the march. Tomorrow some of them might become the Minutemen of Lexington Common, where the 'shot heard round the world' would be fired.

Ebenezer Fox, 12 years old and a farmer's apprentice for the last five years, finally made his way to Providence and shipped as cabin boy (four dollars a month) in a merchant ship, beginning a series of episodes that long afterward became favorite tales for grandchildren.

In merchantmen he sailed for San Domingo, dodging

British warships. In the army under General Washington, he campaigned in New York. In the frigate *Protector* he became a successful privateer—until they met up with the British *Roebuck*, 40 guns, and *Media*, 28 guns. As a prisoner ready to do anything to get off the notorious "Old Jersey," the British prison ship anchored near New York, he enlisted in the British Navy for service at Jamaica. He deserted, thereby risking hanging, and made his way to an American vessel. Finally he reached home, in 1782—all before he was 20 years old.

The 26-gun frigate *Protector* was built and manned by the State of Massachusetts, one of many state-owned vessels of the Revolution. If the states could raise, feed, pay and equip their own troops, why not their own sailors, too? Besides, state patriotism was high and the Continental treasury was low.

At the time (1780) of the following narrative, Ebenezer Fox was a barber's apprentice in Boston. Primary duty: collecting clipped hair for use in wigs and cushions. His restless spirit was stirring.

I CONTINUED to perform my duties in the shop and was contented with my employment till I was about seventeen years of age, when a spirit of roving once more got possession of me and I expressed a desire to go to sea. The condition of the country was at this time distressing; and, as my master had not more business than he and one apprentice could perform, he expressed a willingness to consent, upon condition that he would receive one half of my wages and the same proportion of whatever prize money might fall to my share.

Our coast was lined with British cruisers, which had almost annihilated our commerce, and the State of Massachusetts judged it expedient to build a government vessel, rated as a 26-gun ship and named *Protector*, commanded by Captain John Foster Williams.

A rendezvous was established for recruits at the head of Hancock's wharf, where the national flag, then bearing thirteen stripes and stars, was hoisted. All means were resorted to, which ingenuity could devise, to induce men to enlist. A recruiting officer, bearing a flag and attended by a band of martial music, paraded the streets to excite a thirst for glory and a spirit of military ambition.

The recruiting officer possessed the qualifications requisite to make the service appear alluring, especially to the young. He was a jovial, good-natured fellow, of ready wit and much broad humor. Crowds followed in his wake when he marched the streets, and he occasionally stopped at the corners to harangue the multitude, in order to excite their patriotism and zeal for the cause of liberty.

When he espied any large boys among the idle crowd around him, he would attract their attention by singing in a comical manner the following doggerel:

*All you that have bad masters,
And cannot get your due,
Come, come, my brave boys,
And join with our ship's crew.*

A shout and a huzza would follow, and some would

join in the ranks. My own excitable feelings were aroused; I repaired to the rendezvous, signed the ship's papers, mounted a cockade, and was in my own estimation already more than half of a sailor.

The ship was as yet far from being supplied with her complement of men, and the recruiting business went on slowly. Appeals continued to be made to the patriotism of every young man to lend his aid, by his exertions on sea or land, to free his country from the common enemy. Promises of gain were held out, which set truth at defiance, and offers the most tempting that the impoverished state of the finances of government could promise. About the last of February the ship was ready to receive her crew, and was hauled off into channel, that the sailors might have no opportunity to run away after they were got on board.

Upwards of three hundred and thirty men were carried, dragged, and driven on board, of all kinds, ages, and descriptions, in all the various stages of intoxication, from that of "sober tipsiness" to beastly drunkenness, with the uproar and clamor that may be more easily imagined than described. Such a motley group has never been seen since Falstaff's ragged regiment paraded the streets of Coventry.

2

The wind being fair, we weighed anchor and dropped down to Nantasket roads, where we lay till about the first of April, then set sail for a cruise of six months.

We continued to cruise along the coast for a few weeks, without meeting any of the enemy, when, some indications of tempestuous weather appearing, our captain judged it expedient to steer for the banks of Newfoundland, that he might have more sea room in case of a gale. We arrived off the banks, where we cruised for nearly eight weeks, most of the time in a dense fog, without meeting friend or foe.

On the morning of June 9th, 1780, the fog began to clear away and the man at the mast-head gave notice that

he saw a ship to the westward of us. As the fog cleared up, we perceived her to be a large ship under English colors to the windward, standing athwart our starboard bow. Our relative position gave us an opportunity to escape, but our valiant captain did not see fit to avail himself of it.

As she came down upon us, she appeared as large as a seventy-four; and we were not deceived respecting her size, for it afterwards proved that she was an old East-Indiaman, of eleven-hundred tons burden, fitted out as a letter-of-marque for the West-India trade, mounted with thirty-two guns, and furnished with a complement of one hundred and fifty men. She was called *Admiral Duff*, commanded by Richard Strang, from St. Christopher and St. Eustatia, laden with sugar and tobacco and bound to London. I was standing near our first lieutenant, Mr. Little, who was calmly examining the enemy with his spy-glass, when Captain Williams stepped up and asked his opinion of her.

The lieutenant applied the glass to his eye again and took a deliberate look in silence, and replied, "I think she is a heavy ship, and that we shall have some hard fighting. But of one thing I am certain—she is not a frigate. If she were, she would not keep yawing, and showing her broadsides as she does. She would show nothing but her head and stern. We shall have the advantage of her, and the quicker we get alongside the better."

Our captain ordered English colors to be hoisted and the ship to be cleared for action.

The enemy approached till within musket shot of us. The two ships were so near to each other that we could distinguish the officers from the men. I particularly noticed the captain on the gang-way, a noble-looking man, having a large gold-laced cocked hat on his head and a speaking-trumpet in his hand. Lieutenant Little possessed a powerful voice, and he was directed to hail the enemy. At the same time the quarter-master was ordered to stand ready to haul down the English flag and to hoist up the American.

Our lieutenant took his station on the after part of the starboard gangway, and, elevating the trumpet, exclaimed, "Hallo! whence come you?"

"From Jamaica, bound to London," was the answer.

"What is the ship's name?" inquired the lieutenant.

"*Admiral Duff*," was the reply.

The English captain then thought it his turn to interrogate and asked the name of our ship. Lieutenant Little, in order to gain time, put the trumpet to his ear, pretending not to hear the question. During the short interval, thus gained, Captain Williams called upon the gunner to ascertain how many guns could be brought to bear upon the enemy. "Five," was the answer.

"Then fire, and shift the colors," were the orders.

The cannons poured forth their deadly contents, and with the first flash the American flag took the place of the British ensign at our mast-head.

The compliment was returned in the form of a full broadside, and the action commenced. I was stationed on the edge of the quarterdeck, to sponge and load a six-pounder, which gave me a fine opportunity to see the whole action. Broadships were exchanged with great rapidity for nearly an hour. Our fire, as we afterwards ascertained, produced a terrible slaughter among the enemy, while our loss was as yet trifling.

I happened to be looking for a moment towards the

main deck, when a large shot came through our ship's side and killed Mr. Benjamin Scollay, a very promising young man who was, I think, a midshipman. At this moment a shot from one of our marines killed the man at the wheel of the enemy's ship, and, his place not being immediately supplied, she was brought alongside of us in such a manner as to bring her bowsprit directly across our forecastle.

Not knowing the cause of this movement, we supposed it to be the intention of the enemy to board us. Our boarders were ordered to be ready with their pikes to resist any such attempt, while our guns on the main deck were sending death and destruction among the crew of the enemy. Their principal object now seemed to be to get liberated from us, and by cutting away some of their rigging, they were soon clear the distance of a pistol shot.

The action was then renewed with additional fury. Broadside for broadside continued with unabated vigor, at times so near to each other that the muzzles of our guns came almost in contact, then again at such a distance as to allow taking deliberate aim. The contest was obstinately continued by the enemy, although we could perceive that great havoc was made among them, and that it was with much difficulty that their men were compelled to remain at their quarters.

While Captain Williams was walking the quarter deck, which he did during the whole action, a shot from the enemy struck the speaking trumpet from his hand and sent it to a considerable distance from him. He picked it up with great calmness of manner and resumed his walk, without appearing to have been at all disturbed by the circumstance.

The battle still continued with unabated vigor on both sides, till our marksmen had killed or wounded all the men in the fore, main, and mizzen tops of the enemy. The action had now lasted about an hour and a half, and the fire from the enemy began to slacken, when we suddenly discovered that all the sails on her mainmast were enveloped in a blaze. The fire spread with amazing rapidity, and, running down the after-rigging, it soon communicated with her magazine, when her whole stern was blown off and her valuable cargo emptied into the sea. All feelings of hostility now cease and those of pity were excited in our breasts for the miserable crew that survived the catastrophe.

Our enemy's ship was now a complete wreck, though she still floated, and the survivors were endeavoring to save themselves in the only boat that had escaped the general destruction. The humanity of our captain urged him to make all possible exertion to save the miserable, wounded, and burnt wretches, who were struggling for their lives in the water. The ship of the enemy was greatly our superior in size and lay much higher out of the water.

Our boats had been much exposed to his fire, as they were placed on spars between the fore and main masts during the action and had suffered considerable damage. The carpenters were ordered to repair them with the utmost expedition, and we got them out in season to take up fifty-five men, the greater part of whom had been wounded by our shot or burned when the powder magazine exploded. These men exhibited a spectacle truly heart-rending to behold. Their limbs were mutilated by all manner of wounds, while some were burned to such a degree that the skin was nearly flayed from their bodies. Our surgeon and his assistants had just completed the task

PROTECTOR AT SEA

of dressing the wounds of our own crew, and then they directed their attention to the wounded of the enemy. Several of them suffered amputation of their limbs, and the wounds of the others were treated in a skillful manner. Every attention was paid to them which our circumstances would allow.

We ascertained that the loss of the enemy was prodigious, compared with ours. This disparity however will not appear so remarkable when it is considered that, although their ship was larger than ours, it was not so well supplied with men. Having no marines to use the musket, they fought with their guns alone, and, as their ship lay much higher out of the water than ours, the greater part of their shot went over us, cutting our rigging and sails without injuring our men. We had about seventy marines, who did great execution with their muskets, picking off the officers and men with a sure and deliberate aim.

Our sailors were busily employed in picking up the various articles that were floating and getting them on board, while the carpenters and riggers were engaged in repairing the damages we had received.

In a few days we came in sight of Boston lighthouse and anchored in Nantasket roads, where we remained a short time, then stood up the harbor and hauled in at Hancock's wharf. The sails were unbent, the sick landed, the ship unloaded, and all hands, who were not disposed to enlist for a second cruise, were paid off and discharged.

3

Thus ended my first cruise in *Protector*. Although I had not added to my wealth, I had gained some knowledge of a sailor's life and felt disposed to try my fortune a little more in the like manner by enlisting for a second voyage.

A rendezvous was opened; a recruiting party paraded the streets under the American flag, accompanied by a band of martial music and the excitement usual on such occasions. Amid loud huzzas for liberty and independence, sailors fell rapidly into our ranks, and our complement of men was obtained in a short time.

In the meantime our ship was thoroughly overhauled, her bottom scraped, rigging repaired, and everything was done to put her into perfect order.

About the last of October, 1781, our boats were hoisted on deck and secured, and we dropped down into Nantasket roads where we remained a few days and then set sail upon our second cruise. We cleared Cape Cod the first of November, directing our course for Halifax, off which we cruised a few days then steered for the Grand Banks. We arrived there and cruised about for three weeks, and not discovering any of the enemy's vessels, we directed our course to the West Indies and arrived off the islands, where we cruised for some time.

Finding it necessary to obtain a supply of water, we put into St. Pierre, in the island of Martinico, for that purpose, after which we steered towards Dominica, an island north of Martinico. The next morning we espied an English sloop sailing to leeward of us close under the land. We gave chase and soon came up with her. Our captain sent an officer and some men on board, and took possession of her.

We then bore away with our prize for San Juan, in the island of Porto Rico, where our captain disposed of the

sloop and cargo, part of which consisted of fourteen Negroes who were sold to the Spaniards.

We then continued our cruise and in a few days fell in with an English schooner, which we took. Putting some men and a prize-master on board, the captain ordered her for Boston, where she arrived in safety.

After cruising for some time and not falling in with anything, our captain concluded to leave the West India seas and steer for the southern coast of the United States.

We arrived off the bar of Charleston, South Carolina, and in the course of a few days fell in with a ship called *Polly*, a letter-of-marque of twenty guns, bound to London. We gave chase late in the afternoon and, as it soon grew dark, we lost sight of her.

A thunder storm came on, and all hands were watching for her; and in the flashes of the lightning we at length discovered her, standing in a different direction from what we had at first seen her pursuing. We accordingly shifted our course and soon came up with her.

"What ship is that, and where from?" roared our lieutenant through his trumpet, in a voice that bore no slight resemblance to the thunder which rolled above our heads.

"The ship *Polly*, from Charleston, bound to London," was the reply. The lightning, flashing upon her colors, showed that they were English, and the enemy had the same means of seeing the American flag flying at our mast-head.

We were completely prepared for action. The matches were lighted, the lanterns burning fore and aft, and all of us were anxiously waiting for the commands of the officers. One shot was fired, and our captain ordered the enemy to "haul down his colors or he would blow him out of the water."

The appearance of our ship being formidable, our captain's demand was instantly complied with. Our boat was lowered and a prize-master and crew put on board, who took possession of the ship, and she was ordered for Boston.

Shortly after, we steered for New York, and arrived off Sandy Hook in the spring. After cruising here nearly a week, one morning the man at mast-head cried out: "A sail upon the larboard quarter."

Lieutenant Little ascended to the top, and after examining her with his glass, declared her to be a British brig standing in for New York. We immediately gave chase, came up with her, and ordered her to heave to till we could send a boat alongside. She complied; and taking her crew on board of our ship, we put a prize-master and crew on board of the brig and ordered her for Boston.

While we were manning the prize, the man at the mast-head gave another notice: "A sail on the larboard bows."

We lost no time in commencing the pursuit, and soon came alongside of her.

She proved to be a British schooner going into New York. We took from her a quantity of bread, cheese, and porter.

4

Our cruise thus far had been prosperous, and we thought the "evil day was afar off." We continued merrily on our course without seeing friend or foe during the next day, but the following morning the man at the mast-head cried out, "Two sail to the leeward."

Lieutenant Little ascended to the main top with his glass and soon ascertained that they were two large ships,

closely hauled upon the wind, in full chase of us. The brig we had in tow was quickly cast off, and she and the schooner were ordered to make the best progress they could. Our yards were braced and all sail crowded on that the ship could carry.

The chase continued, without gaining much upon us till about noon, when, the wind shifting, they fell into our wake and gained up on us very fast.

A few days previous to this, we had fallen in with a brig from Havana for Boston, commanded by Captain Cunningham, having a large quantity of specie on board. Thinking that the money would be more safe on board an armed ship, he requested it as a favor of Captain Williams to receive it on board. Captain Cunningham arrived with his brig in safety, but to his regret as well as ours, his money fell into the hands of the enemy.

Our captain, calling all hands aft on the quarterdeck, expressed his opinion that the ships in pursuit of us were English and that we might be captured.

He then distributed among us the money which he had received for safe keeping, in sums of fifteen dollars to each, upon conditions that it should be returned to him if we were so fortunate as to escape.

It was now nearly sunset and the enemy were gaining upon us rapidly. They had exchanged their French for English colors, thus ending our hopes and doubts respecting their character.

Our capture was then considered no longer problematical; and, being unwilling that the stores — especially the crackers, cheese, and porter beer — should fall a prey to the appetite of the enemy and not knowing when we should have an opportunity of enjoying such luxuries again, I invited about a dozen of my friends into the store room where we exerted ourselves to diminish the quantity of this part of the prize which we thought would shortly be in possession of the enemy.

The porter made us cheerful if not happy, and having eat and drank to our satisfaction, we shook hands as friends soon to part, uncertain when we should meet again, and returned on deck without our absence having been noticed.

We found that the two ships had got up with us. They proved to be *Roebuck*, a forty-gun ship with a double deck, and *Media*, of twenty-eight guns.

Roebuck took her station on our larboard quarter, *Media* on our larboard bow, and sent an eighteen-pound shot over our quarter deck.

To attempt resistance against a force so much our superior would have been unjustifiable, and the flag of

thirteen stars and stripes, under which we had sailed with much satisfaction and success, was reluctantly pulled down.

5

The boats of the enemy were manned and sent alongside our ship. Our crew were now permitted by our officers to collect their clothing and their little property together, and secure them in the best manner they could.

By this time, the boats had arrived alongside and the enemy had ascended the deck.

Our crew were ordered to pass down the side of the ship into the enemy's boats, but were forbidden to carry anything with them. Some of our crew fastened their bedding upon their backs and tumbled themselves head foremost down into the boats, and as it was quite dark, they would unperceived get into the cuddy with their bedding, trusting to future circumstances for opportunity to use or hide it.

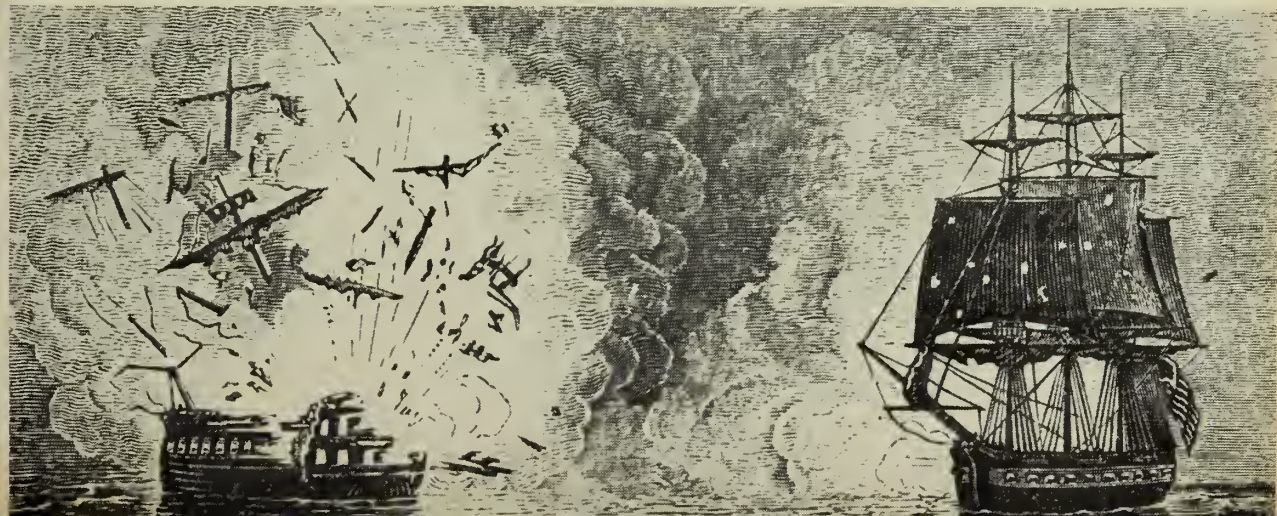
We arrived alongside and were ordered on to the quarter deck of our captors. Some English sailor among our crew, to recommend himself to the favor of the British captain, had given information respecting the money we had secreted about our persons. The sergeant of arms was ordered to search every one of us till the sum of fifteen dollars was found upon each of us.

Such was the art which some had exercised in hiding the money, that they were stripped entirely naked before it was found.

In the capacity of cabin steward on *Protector* I was most of the time in the cabin and had recommended myself to the favorable notice of the American captain by performing my duties to his satisfaction. Therefore, when the money was distributed among our crew, the captain gave me a double share. I put fifteen dollars in the crown of my hat, which I pressed down upon my head as closely as possible, and the remaining fifteen I placed in my shoes, between the soles.

At length my turn came to be searched. Like the rest of my fellow-prisoners had done, I denied having any money. This assertion, however, did not avail; I was seized by the collar and shaken so violently that my hat fell off, and the dollars roled out upon the deck. The sum of fifteen dollars being found, it was concluded that I had no more, and I was sent into the ship's hold, where I found those of the crew who had been previously searched.

A considerable number of us contrived by various stratagems to save our money, for dollars were found to be quite plentiful among us for some time after our capture. They proved a great convenience, as money generally does among friends or foes.



TAFFRAIL TALK

ONE of our staffmen, H. O. Austin, JOC, usx, has talked of the Canal Zone in glowing terms ever since he was there on duty 12 years ago. Early this year, on an assignment to write several area stories (see p. 8), he had a chance to go back and see what it was like.

Austin, who's an anti-climactical guy anyway, says the change which astounded him most was a road sign. It read, "Puerto Pilon, 5 miles" and indicated a smooth paving which you could drive in a few minutes.

"Twelve years before," the chief says, "a friend and I walked



to Puerto Pilon on a Sunday from the submarine base at Coco Solo. We had slogged along for hours, ankle-deep in thick red mud. Finally reaching Puerto Pilon we were hailed almost as missionaries, by people who hadn't been out of town in a year. The road, you see, was too bad then even for horse-drawn carriages."

* * *

How to entice recruits and influence people, or, that's the way we heard it anyway: When the "Take One" boxes of Marine Corps recruiting pamphlets seemed to be of only mild interest to the public passing daily through the post office in Texarkana, Tex., the postal custodian got in touch with the recruiting people.

"If you want to get these pamphlets into the houses," he tells it to the Marines, "come on down and stamp every one of 'em *For Men Only*."

Recruiting sergeant John Kuchta, MSgt., usmc, did just that, and stood off to watch the effect. He was more than delighted. "It's a cinch," he says. "All the women snatch a copy and carefully bury it in their purse to read in the privacy of their homes."

* * *

All this may have been building up since the centuries-old prohibition against keel-hauling (the quaint old custom of dunking a disobedient seaman over the side and joggin' his noggin against the keel), but today there are many people in the Navy who have never seen a keel.

We happen to know the situation is serious, as evidenced in test results we have from San Diego. Out there a young seaman, writing a promotion exam, came to a question which read, "The lowest centerline longitudinal member of a ship is called a"

Without much hesitation the young man, whose middle name was Columbus, wrote in the blank: "Deck Hand."

The All Hands Staff

ALL HANDS

THE BuPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget on 29 April 1949, this magazine is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

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DISTRIBUTION: By BuPers Circ. Ltr. 162-43 (NDB, cum. ed., 31 Dec. 43-1362) the Bureau directed that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicated that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the directive.

In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issues.

The Bureau should also be advised if the full number of copies is not received regularly.

Normally, copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corp. Requests from Marine Corps activities should be addressed to the Commandant.

REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB" used as a reference, indicate the official Navy Department Bulletin.

• AT RIGHT: An antisubmarine air-ship makes a landing on the deck of USS Mindoro (CVE 120) for transfer of personnel during training off the east coast of the United States. ➔

SUB

STALKERS



CHART YOUR COURSE...



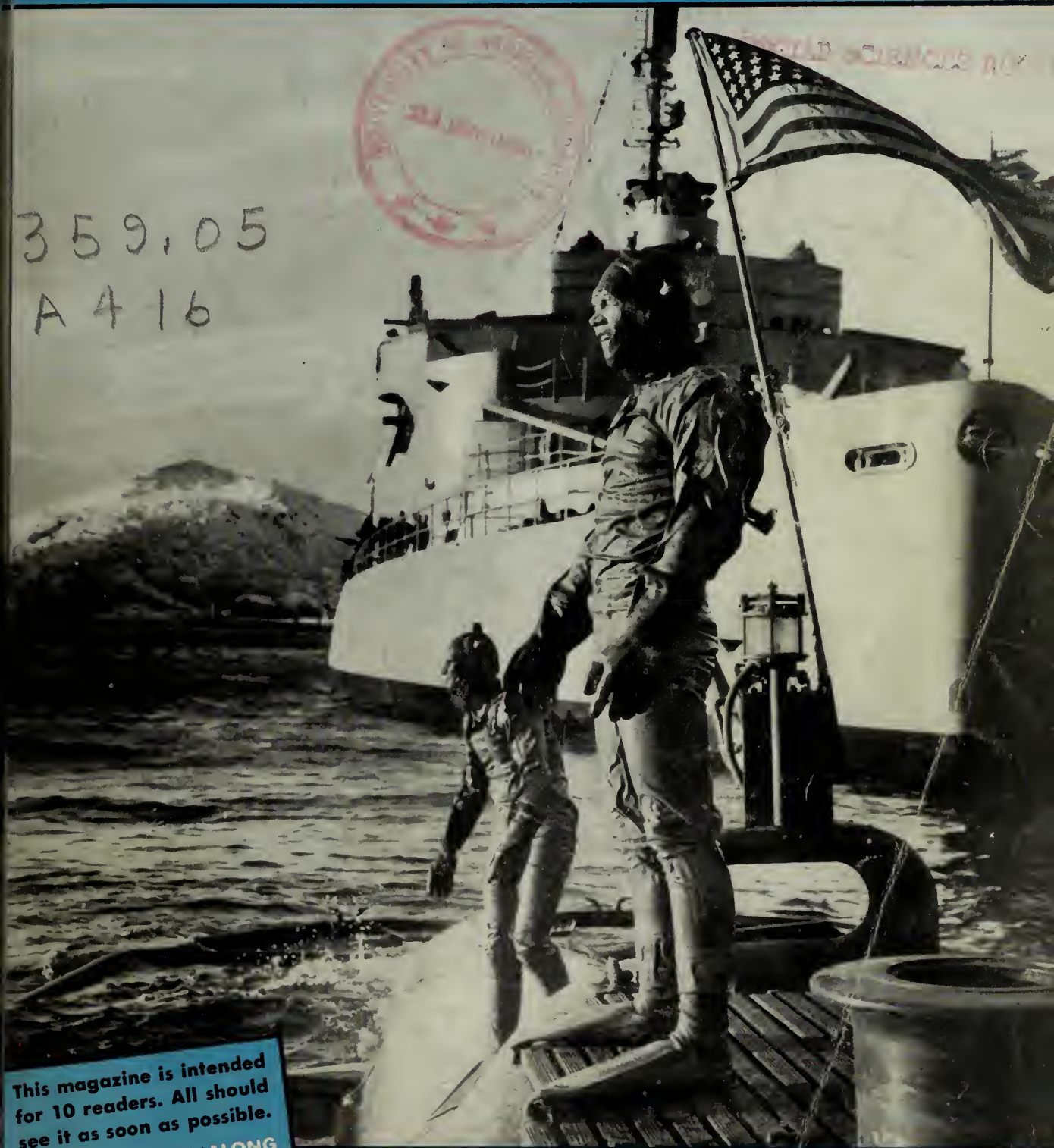
YOUR FUTURE IS ASSURED WHEN YOU'RE IN THE U.S. NAVY

profit by the experience of others
learn a trade . . . get steady pay . . .
see the world . . . retire after 30 . . .

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

NAVPERS-O



This magazine is intended
for 10 readers. All should
see it as soon as possible.
PASS THIS COPY ALONG

MAY 1950



COLD WAVE

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

MAY 1950

Navpers-O

NUMBER 399

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TABLE OF CONTENTS

	Page
Demolition Demons	2
Underseas Oiler	7
The Word	8
Dutch Treat	10
Navy Sports Roundup	12
Giving Your Letters Speedy Answers	15
How Slow Can We Fly?	19
Old-Timer Has Long and Varied Career	21
Reserve Training Centers Completed	22
Letters to the Editor	25
Tablet Helps You Become Old Salt	30
Today's Navy	32
Servicewise: News of Other Services	42
Bulletin Board	44
Sea Duty for Rotation	44
Saved Pay Status	50
Applicants for LDO	53
Legislative Roundup	54
Directives in Brief	56
Naval Districts Map	57
Books: Churchill Volume Featured	58
Book Supplement: S-4 SOS	59
Taffrail Talk	64

• FRONT COVER: Rugged swimmers from UDT-1 enjoy a dip in the icy waters off Kodiak, Alaska, during fleet and detachment exercises held in that area. See p. 2.

• AT LEFT: During operations in the North Atlantic, the light cruiser USS Worcester (CL 144) takes blue water over the bow and ice forms on the ship.

CREDITS: All photographs published in ALL HANDS are official Department of Defense photos unless otherwise designated: p. 43, upper right, LT Walter J. Ellis, USN; p. 59, New York Herald-Tribune; back cover, LT E. L. Hayes, USNR; pp. 15-18, Paul Begley, AFC, USN.



Demolition Demons

AN ARCTIC wind whipped frothy white caps across the surface of the bay and sent rollers crashing against the quarter-mile strip of sandy beach. Between broken masses of drifting clouds, the moon gleamed dully on the black water. On shore, enemy troops in lookout towers peered through the darkness out over the wind-swept bay. Except for the scattered patches of floating ice, the sea was empty.

That is, it appeared empty. But 60 feet beneath the surface of the bay a U. S. submarine cruised slowly toward the shore. Its periscope broke the surface, and scanned the scene. Slowly the undersea craft nosed upward and its conning tower emerged. Its engines slowed until it lay almost motionless in the water.

On board the sub, an officer was giving last-minute instructions to a group of strangely-clad men. He pointed to an aerial map. "Okay, you've got all the available dope on this area," he said. "We are now about one-half mile off shore. That strip of beach out there is the only available landing area within 100

miles, and it's probably crawling with enemy troops. I don't need to tell you how it would foul up the landing if any of you swimmers should be spotted while reconnoitering the area." He paused and grinned. "Just think of all the operation orders the yeoman would have to retype."

Underwater Demolition Swimmer Bill Rigger, GM3, USN, checked his equipment. Over his heavy woolen underwear was a one-piece rubber suit that left only his face exposed. Rubber swim fins were stretched over his feet. Around his waist were fastened a razor-sharp knife, a plexiglass slate, and a pencil. A waterproof compass and watch were clamped on his wrists. Rigger picked up his heavy breathing lung and strapped it on, adjusting the face mask. He followed seven other similarly-dressed swimmers through the narrow hatch that led topside.

Crouching on deck in the whistling wind, each pair of swimmers fastened long pieces of line between them. Rigger squinted through the darkness at the vague silhouette of the coast, calculating where the section

of the beach he was to reconnoiter lay. Quietly he slid off the sub's deck and beneath the icy water.

The group of powerful swimmers headed silently toward the shore. Using a paced breaststroke, Rigger glided smoothly through the water. By the movement of the line between him and his swimming buddy, he knew the other swimmer was moving through the black water almost abreast of him. Overhead he could see the foam-flecked surface of the water, dotted with chunks of ice. He glanced at the luminous dial of his wrist compass and veered to the right.

A few minutes later, after calculating the distance he had covered, Rigger dived downward until his hands encountered the bottom. He scooped up a handful of dirt and rubbed it between his rubber-covered fingers. It felt gritty. On the plexiglass slate he scribbled:

*Estimated 500 yards from shore.
Approximate depth 30 feet. Sand bottom.*

Moving into shallower water, he hugged the bottom to keep from

being sucked up by the big breakers and flung upon the beach. The undertow tugged at him, making swimming more difficult. His groping hands encountered big rectangular log barriers — “cribs” in UDT language, because of their resemblance to a baby crib.

Closer inland the underwater obstacles became thicker — row after row of barriers cleverly planted to prevent boats from approaching the shore. Imbedded in the sand were “Belgium gates,” wicked-looking sharpened iron rods resembling large gates; big cement blocks that would smash any boats that rammed them; pieces of railroad tracks driven deep into the bottom and projecting seaward at a 45 degree angle. A boat ramming one of these would be ripped wide open. Most numerous were the “horn sculleys,” row after row of heavy steel beams set up tripod-fashion and imbedded in cement.

Guided only by touch and the faint moonlight that occasionally seeped through, Rigger laboriously crept over the bottom. He did not allow his thoughts to dwell upon what would happen if he should step upon underwater mines, which were probably buried in the sand.

Now that he had stopped swimming the cold began to creep over him. His underwear, damp with sweat, began to feel icy. A small fish darted by his face, startled by the weird-looking creature invading its world. Rigger glanced at the glowing hands of his watch. Somewhere out in that black wall of water lay the submarine, cruising idly while waiting for the swimmers to return. He finished scribbling information on his slate. Time to start back.

His swimming buddy pulled over close to him and the two men stroked close along the bottom. Stroke and kick. The rubber suit began to chafe Rigger’s legs, and even the exertion of swimming no longer warded off the numbing cold. Sucking air through the face mask became more difficult. He surged upward and poked his head above the surface. His eyes strained through the darkness in search of the sub’s periscope — a tiny pinpoint projecting from the vast expanse of sea. Nothing in sight. He plunged back under the inky liquid, stroking ahead. A vast object loomed ahead. He bumped into the metallic surface of the sub.

His teeth chattering, Rigger and



PRE-DAWN bombardment roars around UDT swimmers waiting in boats for signal to swim ashore and blast the beaches clear of underwater obstacles.

his swimming buddy clung to the hull of the submarine until all the swimmers returned. The conning tower nosed out of the water and the swimmers hustled on board. The sub sank back below the surface and headed out to sea.

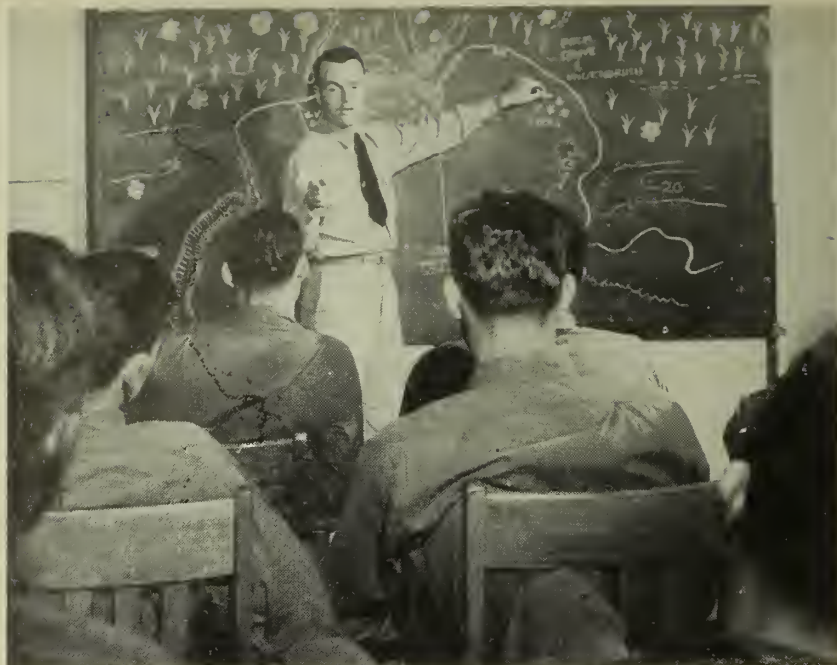
Back in the warmth of the submarine, the swimmers peeled off their heavy equipment, gulped steaming coffee and began filling out reconnaissance reports. Questions were asked by the interrogation officer. How was the beach for unload-

ing landing craft? Okay, except those obstacles would have to be cleared out first. Had anyone located any underwater mines? No. Had anyone been forced to surface near the beach? No, everyone had kept well underwater.

From the swimmers’ reports, a master chart of the beach area was prepared to show water sounding, location and type of obstacles, type of bottom and other information. Soon copies of this chart were in the hands of those senior officers who



PICK-UPS are accomplished at speeds up to 12 knots by means of a snare. Man in water hooks it with his arm and is literally flipped into rubber boat.



BRIEFING is of vital importance to every mission. Blackboard skull practice acquaints each swimmer with points he is to check on his swim to shore.

would decide when and where the landing force would strike.

Reconnoitering enemy shores, whether located in frigid polar regions or in shark-infested tropical waters, is the primary mission of the Navy's Underwater Demolition Teams. But whether this phase of their work or any of a half-dozen other hair-raising tasks they perform is more hazardous, would be difficult to decide. One point is crystal clear, however. In war or peace, UDT men have the most rugged duty in the Navy.

Actually, the operation described above has never taken place. There is no UDT swimmer by the name of Bill Rigger. However, many reconnaissance operations similar in most respects to the one described have been conducted, both during World War II and in training exercises since the war's end. The role of Bill Rigger could be filled by any UDT swimmer, who would consider it a routine assignment.

Beach reconnaissance is only one phase of the work performed by UDT personnel. After a beach has been scouted by UDT men, and prior to the assault landings, these highly-skilled swimmers — known throughout the Navy as "frogmen" — swim back into the beach area lugging heavy packs of TNT and other ex-

plosives. Charges are skillfully fastened to both man-made and natural obstacles, with fuses attached to a main trunk-line. When the charges are planted, all swimmers except two leave the area and are picked up by boats.

The two fuse-pullers, on a signal, ignite the trunk-line fuses and swim furiously for the recovery boat. Shortly after they are yanked out of the water the beach erupts with an ear-shattering roar as hundreds of pounds of TNT explodes simultaneously.

After blasting a lane to the beach, the frogmen continue their work of clearing the beach area, improving landing points, blasting waterways through channels, and demolishing wrecked ships, boats and other equipment which may impede the landing operation.

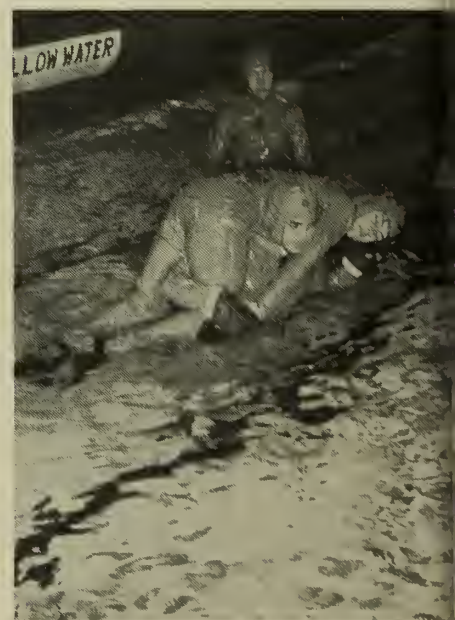
Let's join Bill Rigger and members of his team as they return to the Arctic beach, this time for demolition work. The team is on board an APD, moving toward the shore line. By now, the bay is dotted with ships, units of the pre-assault bombardment force. The APD moves past the cruisers and BBs that are belching flame as they pound the beach with salvos from their big guns. At 6,000 yards offshore the APD launches the four LCPRs in which the UDT is em-

barked. Each of the LCPRs is towing a small rubber raft close along its port side.

The swimmers are again dressed in their cold weather one-piece rubber suits, and the upper parts of their faces are covered by waterproof goggles. Heavy grease is smeared over the exposed lower part of their faces. This trip they will swim on the surface — part of the time, anyway.

At Roger Hour the four LCPRs pass the line of DDs which are pumping shells into the beach defenses. Moving in closer, the boats pass the line of gunboats and close the beach to 500 yards. The bombardment ships increase the tempo of their salvos, and the gunboats began to unleash showers of rockets. The LCPRs turn left and race parallel to the coast line. Overhead a squadron of dive bombers peel off and strings of bombs crackle along the shore. Heavy clouds of smoke rise above the sand. The continuous roar of exploding shells is deafening.

Rigger crouches on one side of the speeding boat, preparing to hit the water. Every 50 yards a heavy pack of explosives, to which floater balloons are attached, is tossed off one side the speeding boat and a swimmer dives off the other. At the signal, Rigger leaps overboard, locates his floating pack of explosives, and strokes for the shore. Like all UDT swimmers, he uses breast or side strokes that produce little or no



TRAINEES accustom themselves to the cold weather suits which earned them

plash, thus reducing the chances of being hit by enemy gunfire.

As the rows of obstacles bob up ahead, Rigger knows exactly what he is supposed to do. Each swimmer has been assigned an area of the beach that he is responsible for detonating. As a result of their previous reconnaissance, the exact number, type and size of obstacles in each area is known. The amount of powder needed to blow up each obstacle has been prepared.

Other swimmers are already unreeling trunk lines and cross-connections to which the fuses from individual charges will be attached. Working in perfect coordination, the frogmen rapidly began "setting up" the beach.

Yanking plastic shaped-charges from his explosive pack, Rigger rapidly lashes them to the horn sculleys in his area. A splattering on the water close by warns him he is under fire from the beach. He bobs and weaves in the water to make his exposed head a more difficult target. Mortar shells began dropping in the vicinity, sending heavy concussive shudders through the water. Other swimmers near him are laying their charges. He glances seaward. There, spitting fire, are the gunboats — the UDT swimmer's best friend. Rigger connects his last charge and heads away from the shore.

Five hundred yards out the swimmers, spaced 50 yards apart, line up



INTERROGATION following reconnaissance missions turn up information on terrain and beach obstacles which is essential to the success of an invasion.

to be "snared" by the returning LCPR. The boat approaches at nearly full speed. On the towed rubber raft a crewman leans out, extending the snare — a long flexible cable with a loop at the end. As the boat zips by, Rigger grasps this loop and the momentum of the boat yanks him clear of the water, dropping him in the rubber raft. He climbs into the LCPR. The next swimmer along the line is recovered in the same manner.

Shivering and blue-lipped, the frogmen are sped back toward the APD while one boat remains to pick up the fuse-pullers. A few minutes later Rigger turns to watch a solid sheet of water rise 100 feet high along the shore line. The LCPR rocks from the turbulence of the explosion.

Underwater Demolition Team personnel, both officer and enlisted, are all volunteers. There are no special requirements for this duty in regard to height or weight, a principal requirement being that applicants must be in good physical condition.

Applicants don't even have to be swimmers. UDT officials state that some of their best men — swimmers that now can travel for miles in rough seas and through treacherous currents — could not swim the length of a 50-yard pool when beginning their training.

Each year approximately 150 vol-

unteers of such varied ratings as electronics technicians, stewards and hospital corpsmen turn up at the two training bases for UDT personnel at the Naval Amphibious Bases, Little Creek, Va., and Coronado, Calif. Several officers are usually included in this group. About 15 per cent of these men are immediately screened out for either physical or mental reasons. The remainder start on a two-month course of the toughest training ever devised.

In UDT training, the most rugged part of it comes first — a nightmarish, grueling six-day endurance test aptly called Hell Week. During this period the men subsist on K rations.

For the six days and nights of Hell Week the trainees are subjected to every trial of stamina and nerves their resourceful instructors can devise. Long marches are made through swamps, mud, surf and jungle growth each day, preceded by a three-mile run at dawn. All during each day explosive charges are detonated without warning around them, usually so close the trainees are showered with rocks, sticks and other debris.

The UDT candidates are sent through undergrowth lined with booby traps, and harassed with explosives until they are afraid to move. Then the ground is blown out from under them to get them started again.



name, 'frogmen,' as they study life-
ing and water safety in indoor pool.



UNDERWATER shot shows UDT man swimming beneath hull of a ship. Merely holding breath, some frogmen can stay under water three minutes.

Early morning swims, each progressively longer, are made in overcast weather. As late as early December, trainees take daily plunges in the chilly Atlantic wearing only swim trunks.

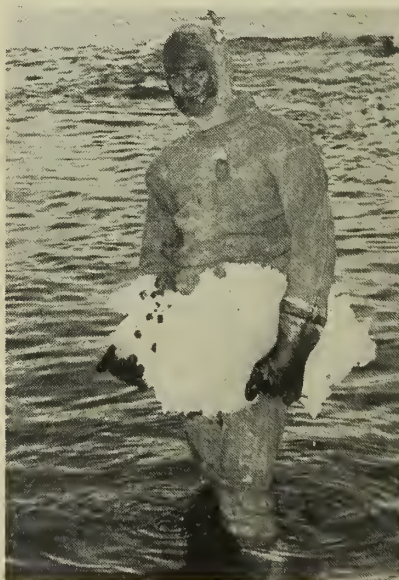
At the end of Hell Week about 40 per cent of the trainees have been dropped.

UDT officials know what they are doing by subjecting candidates to such harsh treatment at the beginning of the training period. They determine right from the start those men who are not mentally and physically equipped to stand the rigors of UDT duty, thus eliminating the expense of training men who probably would eventually fail to measure up to UDT requirements.

At the end of the training period, the candidate must be able to swim at least one mile in a choppy sea without any type of special equipment. By the time the "graduates" receive their swim fins, about 65 of the original 150 applicants remain.

Currently the Navy has four underwater demolition teams in active commissioned status. Two of these teams are assigned to the Pacific Fleet, and are based at Coronado. Both Atlantic Fleet teams are located at Little Creek. Each team has a complement of about 45 enlisted personnel and seven officers. The new frogmen trained each year are assigned to these teams, replacing men discharged or otherwise detached.

During World War II little was known about the magnificent work performed by UDT personnel, because their very existence was confidential. Early in the war it became evident that some new method of reconnoitering and clearing selected landing beaches was needed. The Navy had good hydrographic charts — but they were designed to keep ships off the beach. Experience showed that in spite of excellent photographic intelligence by airplane and submarine, a landing beach was



ICE SLABS on which to knock the noggin fail to cool the enthusiasm of frogmen in Alaskan waters.

seldom what it appeared to be. Underwater demolition teams were the answer.

The work of these World War II UDT men is now a matter of history. At Assan Beach, Guam, UDT frogmen blasted 620 coral cribs, using 10,600 pounds of tetrytol. A reef edge extended off this beach 300 yards seaward from the obstacles. There was but one to three feet of water over the reef, and explosives had to be carried in on back packs. Five complete demolition operations were necessary, and often the swimmers were so exhausted they could not swim back out to the boats. At Balikpapan, the frogmen cleared 2,000 feet of beach.

Hair-raising antics of frogmen in the last war have the makings of many legends. Several instances are known in which the demolition men, taking a temporary time out from their work on beach obstacles, dashed ashore amidst the fire of both enemy snipers and their own friendly bombardment vessels, to scoop a favorite message out of the sand. It read, "Hello Marines."

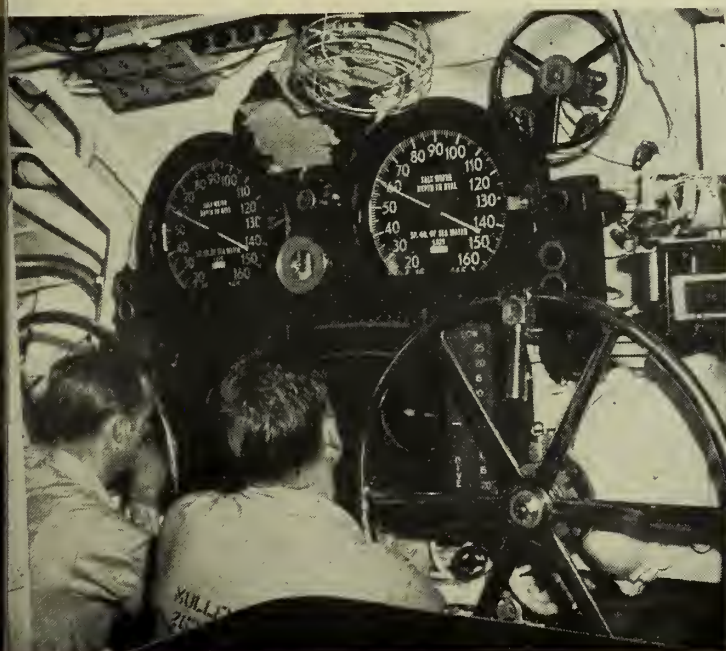
Another bizarre tale is the one about the invasion in which the Japs, with rifle and machine gun fire, were interfering no end with demolition work on their beaches. It finally became so hot for the frogmen that they gave it up for a time to let the situation on the surface cool down. Retiring to the bottom of the beach, well under the surface, one man watched the bullets burrow into the water over his head, lose their momentum, and fall slowly downward. Right then and there he invented the new pastime — special for UDT men — of sitting on the bottom and catching lead slugs in his teeth.

Previously, UDT personnel received no special pay for performing their hazardous work, but under the new pay bill they are listed among the groups entitled to hazardous duty pay. But with or without extra money, the men of the underwater demolition teams like their job. There are few cases of UDT men requesting assignment to other duty. They take an immense pride in their organization and have an esprit de corps comparable to that instilled in submariners, paratroopers and marines. They know they are members of an elite corps in which only the fittest have survived. — Earl Smith, JOC, USN.

Underseas Oiler



NEW UNIT for underseas task forces of the future is the Navy's sleek but slightly pot-bellied submarine oiler USS *Guavina* (above). Converted from a standard fleet submarine at the Mare Island Naval Shipyard, *Guavina* (SSO 362) is currently undergoing exhaustive evaluation tests. Exterior tanks (see photo at right) add 10 feet to the boat's beam, slow her slightly, make her a better riding vessel on the surface. Below: Alert crew members man the diving planes during the first series of test dives off the west coast.



THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

• **1952 UNIFORM** — The Chief of Naval Operations has given his approval to the forthcoming modifications in the enlisted man's dress blue uniform.

In a directive, Admiral Forrest P. Sherman, USN, stated: "Articles have recently appeared in periodicals criticizing and alleging unpopularity of the changes to the enlisted man's dress blue uniform approved by the SecNav in 1948 but not yet issued to the service either for test or general wear.

"The CNO has inspected and approved the minor changes which greatly improve the wearability, smartness and comfort of the uniform without change in its traditional appearance.

"These changes consist of a zipper fly front instead of the buttoned flag front, addition of two front slash pockets and two hip pockets in the trousers and belt loops replacing the lacing in the back of the trousers.

"The general cut of the trousers remains unchanged and the jumper is

unchanged except for replacing the former tight cuffs with a sleeve similar to that on the white jumper.

"This is *not* one of the uniforms incorporating radical changes which were submitted to the fleets in 1947 for trial and comment. The approved changes in the uniform are those recommended by the men who will wear it and will permit them to wear the uniform properly with greater convenience and comfort."

• **TITLE CHANGE** — The title "Director, Naval Communications" is now correct Navy usage once more. Since 1945, the designation had been "Chief of Naval Communications."

The title "Chief of Naval Communications" had been shortened to "CNC." People who were in naval communications work in 1945 and earlier will find it no effort to return to the former title, one that has existed for many years in the Naval Communications Service and was shortened as "DNC."

• **COURSE EXTENDED** — The machine accounting course at Treasure Island has been extended from eight to 10 weeks in order to include more material.

The new 10-week course went into effect in late April at the Naval School, Machine Accounting (Class C) at Naval Station, Treasure Island, San Francisco, Calif. The next class will convene on 19 June 1950.

As a result of the change, the curriculum at the school has been revised to include one more week on electric tabulating machines and one more week on records and procedures.

• **HEALTHY NAVY** — U. S. sailors are healthier than ever before, Navy doctors report.

The average person in the Navy lost less than a week's time, actually 6.7 days, from duty because of illness during 1949. That's a new record. The previous low mark was eight days lost.

Two big reasons why the Navy's health is so good, the medicine men say, is that sailors are coming down with fewer common colds and venereal diseases. There was a dramatic 33 per cent drop in venereal disease.

During the record-breaking year, new low records were set for incidence of diseases, injuries and deaths as well as days lost because of sickness.

Personnel of USS Maury Make Personal Survey of Pakistan

Like the venerable old merchant in the picture, the people of Karachi, Dominion of Pakistan, were glad to see sailors of the survey ship USS *Maury* (AGS 16) when the ship paid a visit to the port.

Karachi is the main seaport of the new dominion, which until recently was a part of India. Situated on the Persian Gulf in the Middle East, Karachi offers excellent harbor facilities and is a route to the rich wheat and cotton growing sectors of India and Pakistan.

The city's citizens promptly gave a round of parties and receptions for the officers and men of *Maury* as well as for the officers and men of a visiting British cruiser, HMS *Mauritius*.

To return the favors, *Maury* received many of Karachi's officials aboard ship at a reception and con-



PAKISTAN merchant poses with H. Herrick, QMC, during visit of USS *Maury* to ancient port of Karachi.

ducted a tour of the ship for a high Pakistan official, the Mir of Hunza, Mohammed Jammal Kahn.

One of the social events held jointly for the American and British sailors was a dance sponsored by the Karachi YMCA.

With the Mir came his wife (the Rani), his children and the members of his household. Although the Mir had been aboard ship before, the visit marked the first experience for the Rani. It also marked the first time she had removed her veil in public.

The officers and men played host also to a group of children from several Karachi orphanages and embassies.

Telling the kids about the ship wasn't as hard as the men of *Maury* feared it might be. The kids all spoke English.

Navy Drops to 388,512: MarCor Total Is 79,500

Navy personnel on continuous active duty totaled 388,512 at the beginning of March 1950, a drop of 13,393 below the figure for a month earlier. Marine Corps strength stood at 79,500 on 1 March, 600 below the 1 February level.

The Navy recruited 6,637 persons during February, of whom 2,162 were new enlistments. Immediate reenlistments accounted for 3,363 and other reenlistments for the remaining 1,112.

The decline in strength figures is largely a result of discharges under the "saved pay" provisions of the Career Compensation Act. Stepped-up recruiting is underway to offset it.

• **UNIFORM CHANGE** — The blue, male officer type Navy raincoat will be modified by the addition of shoulder straps and, for officers, the wearing of metal rank insignia. The shoulder straps may be worn immediately but are not compulsory until 1 July 1952. Rank insignia on the straps will not be worn until that date, when they too become a required part of the uniform.

This new regulation applies to the blue and khaki raincoats and to the tan aviation winter working overcoats. The metal insignia will be the same size as those used at present by the Marine Corps and the Air Force. They will be larger than those worn on officers' shirt collars, but smaller than Army insignia. CPOs will not wear insignia on their shoulder straps.

• **CLASSIFICATION** — All enlisted personnel will be interviewed in the near future so that their highest level of Navy job skill within rate or rating can be determined.

A new Manual of Enlisted Navy Job Classifications, NavPers 15105 (Revised 1949), is being distributed this month. The revised manual requires a change in the manner in which the primary Navy job classification is to be assigned. It requires that the primary Navy job classification indicate the enlisted person's highest level of job skill *within his rating*. In the case of personnel in pay grades E-1, E-2 and E-3, the highest level of job skill will be determined within his rate or the rating for which he is striking. A secondary Navy job classification or special program-job

code may be assigned to indicate additional job skills, either within or outside a person's rate or rating.

Information regarding transition to the revised manual is given in BuPers Circ. Ltr. 34-50 (NDB, 15 March 1950). During the past three years, classification of enlisted personnel has been based strictly on his Navy skills, regardless of his rate or pay grade. This, the directive points out, has proved impracticable.

Transition to the new classifications and codes will commence on 1 July 1950. The circular letter gives detailed instruction to assist COs and their administrative personnel in carrying out the task. Importance of the changeover is emphasized. "The Chief of Naval Personnel," the directive states, "considers that the transition to the revised Navy job classification structure is of such importance as to warrant the personal attention of commanding officers. The instructions set forth in this letter and in the introduction to the revised manual must be completely understood and complied with by all personnel concerned with assigning and recording the revised Navy job classification codes."

• **NEW FORM** — A new Department of Defense form, known as Form DD-93, is being distributed to all ships and stations. All uniformed military personnel are required to execute the form as soon as it is received.

Department of Defense Form DD-93 is designed to provide a record of data for use in emergencies to expedite service for and to dependents. Data to be recorded includes:

- Person to be notified in case of emergency . . .
- Person to receive 6 months' death gratuity . . .
- Person — including commercial insurance companies or banks — to receive money by special class E allotment, and the amount to be received . . .

. . . all in the event that the service person "becomes missing, missing in action, beleaguered, besieged, interned in a neutral country, or is otherwise prevented from returning to naval jurisdiction."

BuPers Circ. Ltr. 44-50 (NDB, 31 Mar 1950) gives instructions concerning Form DD-93 and emphasizes the importance of keeping the form up to date at all times. Not to do so will be a disservice to next of kin.

QUIZ AWEIGH

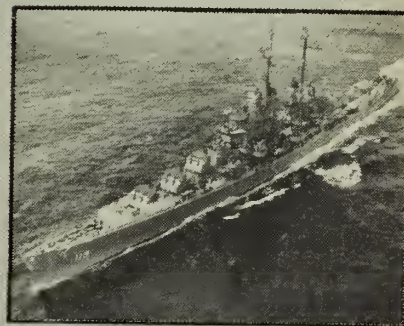
You may be an Einstein when it comes to remembering phone numbers but how does the old noggin function when confronted with facts and figures more nautical?



1. Zebra, the appropriately nicknamed gizmo above is (a) high-speed sled for testing lubricants (b) aircraft launching device (c) device for measuring aircraft acceleration.
2. It is powered by (a) rockets (b) compressed air (c) electricity.



3. The proper form for addressing an officer of the rank of commander wearing the corps device on the left would be as (a) mister (b) choplain (c) commander.
4. Officers wearing the device on the right are members of (a) dental corps (b) medical service corps (c) medical corps.



5. This magnificent cruiser, her crew manning the rail, is (a) USS Juneau (b) USS Salem (c) USS Baltimore.
6. One of nine ships in her class, her full loaded displacement is approximately (a) 6,000 tons (b) 7,500 tons (c) 9,000 tons.

ANSWER TO QUIZ ON PAGE 53

DUTCH TREAT



DUTCH liberty, replete with windmill, dyke and diamond factory, caught the fancy of 500 lads from the destroyers *uss Power* (DD 839) and *uss Steinaker* (DD 863) when the ships put into Amsterdam, The Netherlands, for a five-day goodwill visit.

Although wooden shoes, baggy pants and white-aproned lassies were not much in evidence in the busy port of Amsterdam, the men found all of these plus many other ramifications of story-book Holland as they journeyed through the Lowland country on liberty and leave.

At the Zuider Zee fishing village of Volendam they found that the national dress of the Dutch is preserved in every detail. First costume custom to come to the attention of the crew of *Power* and *Steinaker* was the trailing apron strings of the Dutch girls. This apparently sloppy habit in the face of an otherwise perfectly neat lady meant, they soon found out, that she was unwed. Valuable intelligence this for the "visiting firemen."

The Peace Palace at The Hague proved an education for the sailors, many of whom were conducted on a private tour through the Andrew Carnegie endowed home of the Inter-

TRADITIONAL WINDMILL looms large behind American sailor sightseeing in the Netherlands (above). Lower left: Watching Amsterdam's world-famous diamond cutters in action. Lower right: Elderly fisherman gives directions.



national Court of Justice and Permanent Court of Arbitration.

Considered Holland's most interesting building, the Peace Palace is an architectural gem, set in exquisite gardens and steeped in modern history that was unfolded for the U. S. Navy men during their visit.

On a trip to the Asscher Diamond Works, many of the men from *Power* and *Steinaker* met the diamond cutter who polished the component parts of the Cullinen Diamond and saw the elderly diamond cutter at work in the Amsterdam headquarters of the world's largest firm of its kind. The delicate processes of preparing the precious stones for sale proved a fascination for the sailors and officers who were guests of the Dutch company.

In Amsterdam they visited the home of Rembrandt and saw some of the drawings and paintings of Holland's greatest painter. Many of the men took boat trips through the labyrinthian canal system of the port. The ancient city, built in the form of a series of half moons radiating out from a central hub, presented a startling contrast in architectural study. Some portions of the city date back hundreds of years and form a backdrop for the modern Amsterdam that is referred to in Europe as the Mecca of modern architecture.—Kenneth Barnsdale, JO1, USN.

Quonset Hut Flown to Alaska

When the Navy's Petroleum Project Four, stationed on the frosty northernmost point of Alaska, sent out a call for a special cold weather Quonset hut, there was just one way to get it there — by air. Except for a short time in summer, the sea approaches to the Point Barrow region are locked in by vast sheets of ice, and land passage with heavy equipment is impossible.

Two R5Ds of the Navy's Fleet Logistic Support Wing were given the job of transporting the 17,053 pound hut to its new location. At Point Mugu, Calif., after much head scratching and slide rule calculations, the bulky cargo was dismantled and stowed on board the two planes.

The flight was made without mishap, and the Navy's northernmost sailors are now equipped with a cozy new hut. On their return flight, the R5Ds picked up 68 passengers with bag and baggage and dropped them off at Seattle.



Navy Dependents Overseas

The Navy doesn't hang a "For Men Only" sign on its famous offer to see the world. As these pictures indicate, the distaff side and the small fry too get to see a fair share of this old globe.



HAPPY TIMES—J. A. Goodrich, YNC, and wife greet daughter and granddaughter in Hawaii (above). Right: Joe Grey, CS3, and son Ken, age 3, in Cristobal, Canal Zone. Below: Wm. F. Hale, ACCA, and family at Kodiak, Alaska.





ACTION—Right: SubPac's E. Bodner (35) and Flyers' R. Cruise (11) battle for ball under basket. Center: T. Tomlin (20), J. Farrell (6) and G. Owens (23) go up after a rebound. Left: F. Harrison (24) shoots over Farrell's arm.

Flyers Win Their Second All-Navy Hoop Crown

Ring up an average of two points per minute with salvo after salvo of deadly shots, the precision court-machine of the Norfolk Flyers swept over the battling quintet from Submarine Forces, Pacific Fleet, to capture their second All-Navy basketball crown in a row.

Played in the city auditorium at Norfolk, Va., the final stage of competition for the gleaming silver Secretary of the Navy basketball trophy

matched the same two teams that brought last year's All-Navy tourney to a thrilling climax. Last season it was the combined U. S. Naval Air Station team that made the 4,000 mile journey to Pearl Harbor for the final round of play. This year the Pearl Harbor submariners made the trip, outshooting all competition along the way.

In the opening game the underseamen held their own for the first eight

minutes of play, but soon the phenomenal set shots of Lloyd Wood, AD1, usn, Flyer guard, pulled the Norfolk team ahead. Other Flyer sharp shooters — flashy guard Leroy Pasco, AN, usn, and centers James Castano, AD2, usn and Don Lange, SN, usn — began hitting the hoop with clock-like regularity. By half-time the Flyers led 47-29.

In the second half the Flyers' coach, LCDR Robert Shoemaker, usnr, substituted freely, with speedy guard Fred Harrison, SN, usn, whipping in accurate left-handed net swishers. When the final gong sounded the score was Norfolk Flyers 100, SubPac 62. Scoring honors for the victors went to Wood with 21 points and to the Submariners' R. H. "Slick" Ortleib, SH3, usn, who played a splendid game in the guard position, hitting the nets for 19 tallies. Also outstanding for SubPac was guard E. P. "Pete" Bodnar, EM3, usn, who pushed in 15 counters.

In the second of the best two-out-of-three series, a determined SubPac squad matched the defending champions point for point for almost the entire first half. With center Obra Abbott, YN3, usn, hitting hook shots that had bounced off the rim the previous night, the Submariners trailed by only three points at halftime.

However, in the second half, the Flyers, playing brilliantly, quickly



WINNERS and still champs, the Norfolk Flyers pose with SecNav basketball trophy which was presented by ADM W. M. Fechteler, USN, CinCLant.

forged ahead. Don Lange, the Flyers' much-discussed center, began to hit his stride. A sinewy six-foot-five beanpole with long arms and big hands, Lange's soft-touch hook shots — fired with either hand — began to rain devastation on the Submariners. By the end of the game he had scored 31 points.

The SubPac team fought valiantly, but the Flyers' combination of Lange, Pasco, Wood, Alfred Bullard, YN2, USN, Ted Tomlin, AN, USN, and Frank Blatcher, SN, USN, proved unconquerable. The game — and tournament — ended with the victorious airmen winning by a 82-71 score.

Basketball Competition

Here are the results of upper-level All-Navy basketball competition during the 1949-50 season:

- *Far East Group* — won by Fleet Marines Forces, Guam, M. I.

- *Hawaiian Group* — won by team representing Submarine Forces, U.S. Pacific Fleet.

- *Pacific Fleet Group* — won by team representing Cruisers-Destroyers, U. S. Pacific Fleet.

- *West Coast Group* — won by Marine Corps Recruit Depot, San Diego, Calif.

- *Northeastern Group* — won by Naval Air Station, Atlantic City, N. J.

- *Middle Atlantic Group* — won by Naval Air Station, Norfolk, Va.

- *South Central Group* — won by Pre-Flight School, NAS Pensacola, Fla.

- *Atlantic Fleet Group* — won by team representing Amphibious Forces, U. S. Atlantic Fleet.

Western quarter-final — Hawaiian Group team (SubPac) defeated Far East Group representative (FMF Guam).

Western quarter-final — West Coast Group team (MCRD San Diego) defeated Pacific Fleet Group representatives (Cru-DesPac).

Eastern quarter-final — Middle Atlantic Group team (NAS Norfolk) defeated Northeastern Group representatives (NAS Atlantic City).

Eastern quarter-final — Atlantic Fleet Group team (Amphibs) defeated South Central Group team (NAS Pensacola).

Semi-finals — NAS Norfolk (Norfolk Flyers) defeated Amphibs in Eastern semi-finals.

Semi-finals — SubPac defeated MCRD San Diego in Western semi-finals.



C. T. Barnhart
Flyweight



R. E. Collyar
Bantamweight



F. A. Gigletto
Featherweight



I. V. Renner
Lightweight



A. E. Good, Jr.
Welterweight



G. S. Vohden
Middleweight



R. J. Hamm
Lightheavy



J. D. Gibson
Heavyweight

All-Navy Wrestling Results

The group of powerful wrestlers who traveled across-country to Washington, D. C., for the All-Navy wrestling tournament did not make the trip in vain.

The eastern wrestlers started off as if they were going to dethrone several of the favored West Coast matmen. In the opening match, Charles Barnhart, PFC, USMC, of Camp Lejuene, N. C., pinned Robert Wehrheim, PFC, USMC, of Camp Pendleton, Calif., for the 115-pound flyweight title. It took him seven minutes and 45 seconds to accomplish it.

Then the westerners began to roll. Richard Collyar, HN, USN, of Naval Hospital, San Diego, Calif., successfully defended his title against Herbert Crane, ALAN, USN, his hustling opponent from NAPS, Newport, R. I. Collyar emerged the victor by a close 5-4 decision.

In the 135-pound featherweight title tussle, Frank Gigletto, CPL, USMC, of MCRD San Diego, a muscular, cat-like wrestler defending his last year's crown, defeated Richard Glueck, PFC, USMC, of MCAS Cherry Point, N. C. for a new one-year lease on his title.

Ira Renner, ADC, USN, of Fason Eight, NAS Alameda, Calif., came back to win the lightweight title he lost last year.

The most thrilling match of the evening was between the welterweights. In this furious bout, Alfred E. Good, HN, USN, of Naval Hospital, San Diego, clenched with Sylvester Belcher, Jr., HSSA, USN, of NTC Great Lakes. A beautifully executed reversal gave Good the extra point needed, and the defending champ pulled his title out of the fire in the last few moments. The final score in this hard-fought bout was 7-6.

The second victory for the East Coast wrestlers came when George Vohden, CPL, USMC, of MCAS Cherry Point, downed and pinned PFC Bill Andrews, Marine Barracks, NOB, Guam, in five minutes and 35 seconds to capture the middleweight crown.

In smooth, workmanlike style, Ray Hamm, CPL, USMC, of MCRD, San Diego, captured the All-Navy light-heavyweight crown for the third successive year.

New All-Navy heavyweight titleholder is John Gibson, SN, USN, of NTC San Diego. — J. M. Gregory, JO2, USN.

All-Navy Sports Calendar

Here's the dope on future All-Navy championship events.

Boxing

Week of 14 May 1950
San Diego, Cal.



Tennis



Week of 16 July 1950
USNA, Annapolis, Md.

Golf

Week of 6 Aug 1950
Pensacola, Fla.



SIDELINE STRATEGY

Now that the All-Navy sports program is destined to fold, officials of the Navy, Army and Air Force are jointly studying plans to merge the sports programs of the three services. One plan under consideration is that sports areas or groups of the three branches could be revised to conform to the same geographic area. Leagues, made up of teams from all three services would be formed within these areas, with one All-Service area champion emerging.

If transportation were available — and currently it isn't — these All-Service group champs would get together for an All-Service championship tournament. Should the plan eventually be adopted — and many knotty problems in connection with it have yet to be solved — probably only baseball, basketball, boxing and one other sport would be placed on an All-Service basis for the first year of competition.

★ ★ ★

Latest new-fangled sport indulged in by athletic-minded sailors of NAS Quonset Point, R. I., is "ghost basketball." It appears quite simple to play. The opposing teams wear contrasting colored phosphorescent uniforms. The court lines, basketball, baskets and officials are also decked out phosphorescently. The lights are then turned off, the whistle blows, and the game gets underway. The basketball floats weirdly

through the air, propelled by unseen hands. The method used for detecting fouls was not revealed.

★ ★ ★

The only man ever to win an All-Navy wrestling crown three years in succession is Ray Hamm, Cpl, USMC. The powerful Marine reported that his toughest match this year was against Sam Baris, AirPac's light-heavyweight representative. The two wily grapplers tangled so aggressively that one point — the only point scored in the match — determined Hamm the victor.

It was Baris' last chance to capture an All-Navy title. His active naval career ends in September, when the veteran CPO transfers to the Fleet Reserve.

★ ★ ★

When groups of eagle-eyed Marines from Camp Pendleton and MCAS El Toro get together for a skeet shooting contest, it's usually such a neck-and-neck affair that even the spectators are biting their nails. In a recent contest between the two activities, each member of both teams averaged shattering better than 95 out of each 100 clay pigeons. Each member but one, that is, Pendleton's Second Lieutenant T. S. Vogt, USMC, who coolly shot down exactly 100 of the 100 pigeons he fired at. Pendleton won 484-480. — Earl Smith, JOC, USN, ALL HANDS Sports Editor.



All-Navy Sports Discontinued

Because of the restrictions imposed on the transportation of athletic teams by naval aircraft, and the cancellation of cross-country MATS flights, the Chief of Naval Personnel has announced the All-Navy Sports Program will be discontinued. However, All-Navy championship tournaments in boxing, tennis and golf will be conducted during 1950 only.

The directive, BuPers Circ. Ltr. 46-50 (NDB, 31 Mar 1950), points out that to attempt using commercial aircraft to transport teams would be a prohibitive expenditure of recreation funds.

In order that the largest possible number of naval personnel may continue to receive the physical fitness benefits of an extensive athletic program, BuPers recommends the formation of district and area leagues in softball, basketball, baseball, volleyball, boxing and bowling. Athletic programs which include football, wrestling, swimming, golf and tennis are also encouraged by BuPers if sufficient local recreation funds and transportation are available.

The directive stressed that every effort should be made to stimulate interest in inter-service athletic competition by scheduling play-offs with leading Army and Air Force teams within a district or area; or by forming leagues of service teams.

In the geographically larger naval districts, where long distances between activities make it impracticable to form leagues or participate in inter-service playoffs, BuPers recommends that COs stress intra-mural competition.

A recommendation was made to the Fleet to continue its athletic program on the basis of competition between teams of the units of a type command, and between representative teams of the various type commands.

TI Waves Win

The Waves basketball team of the Receiving Station, Treasure Island, Calif., became the top servicewomen's basketball team on the West Coast after defeating the Wave quintet from NAS Seattle, Wash., in a three-game series.

Previously the sharp-shooting TI Waves had won the Bay Area Women's Armed Forces basketball league, and defeated the Wave teams from NAS and NTC San Diego, Calif.



CORRESPONDEX speeds flow of letters through Unit Plan, efficiently avoids sending out 'canned' correspondence.

Giving Your Letters Speedy Answers

HOW would you like to receive — and have to answer — more than two thousand letters a day, every work day of the year? Perhaps it wouldn't be as bad as you might think — if you had a staff and an organization such as makes up the Enlisted Services and Records division at BuPers.

This division — called also the "Unit Plan" — is the organization that receives and answers most of the mail of enlisted people who write to the Bureau of Naval Personnel. This is true whether your letter is an inquiry about what medals you rate, for instance — or about a travel claim, or if it's a request for a Navy pension. Letters about a lot of other things are received and answered by that divi-

sion, too. They may not always be letters *from* the sailor whose record reposes in the division files. They may be *about* him. Often several questions are included in the same letter, and this is where the Unit Plan really shines.

It *used to be* like this:

A man out somewhere in the Fleet would write to BuPers about three or four things that were unsettled in his mind. Perhaps he was getting ready to transfer to the Fleet Reserve, and

wanted to get some loose ends tied up. So he would fix up a letter with the questions listed, and mail it off.

The way it was then, the letter would be routed first to the activity which could best answer one of the writer's questions. Maybe it would be the first question, the most important question, or just any question. Anyhow, the activity concerned with that particular question would answer that particular question in a complete letter which it would send to the man.

The letter of inquiry would then go to the activity in BuPers which could best answer another of the questions. Then *that* activity would write the sailor a letter and mail it. So it would go until all the questions had been answered. And by that time

**EMs Who Write to BuPers
Thank Unit Plan for
Prompt, Accurate Replies**



MAKE READY section receives incoming correspondence and codes it as to the nature of requested reply and action to be taken in obtaining jackets.

the inquirer would probably be in the Fleet Reserve with his first crop of chickens already hatched and laying.

Well, it isn't that way any more. In fact, it has been getting less that way all the time since the summer of 1948 when the Unit Plan was first established. Nowadays, the division handles approximately 85 per cent of all correspondence regarding enlisted personnel, and handles it a lot faster.

Let's pretend now that you're writing to the Bureau of Naval Personnel. You have to get in touch with an old shipmate named J. Algonquin Smersch, and you don't know his present address. So that's what you're asking about.

Following that letter like a little ant that might have got sealed up in it, we begin to see how the Unit Plan operates right off the bat. We find out first of all that incoming mail isn't funneled into a big mixed-up heap from which letters are pulled one by one to be worked on. Instead, the letter about Smersch is separated from the mass along with others from — or about — people whose last initial is in the same part of the alphabet. Those letters would be sent to Branch Five, which has the Bureau records of men in that alphabetical group. Had this letter been about Adams, it would have gone to Branch One; an epistle concerning Zombee would go to Branch Six.

As one would probably guess from

that, there are six branches of the division. They, along with their records, occupy one floor of three huge wings of the Navy Annex in Arlington, Va., across the Potomac from Washington, D. C. The division has a seventh branch at Garden City, Long Island, N. Y., where records are sent after a man has been out of the Navy for more than 20 months.

Well, let's assume that Smersch has been out of the Navy 17 months. So his record is there in Branch Five of

the Enlisted Services and Records Division at BuPers. Now the first thing that happens to your letter after it reaches that wing is that it goes to a place called the Make-Ready Section. There trained personnel spend a good share of their time reading incoming mail to find out what the writer's trouble is. As soon as that is determined — or what the *principal* question is — somebody attaches a slip with a code letter. The code letter is the same for all letters asking much the same thing: "M" for questions about medals or awards, for instance; "C" for travel claims and other letters for other types of questions.

At the same time, somebody else in Make-Ready gets the record of J. Algonquin Smersch out of the great green banks of filing cabinets near by. When the record is acquired, the letter with its code slip are attached. Somebody then sticks the whole works into a hole in the wall marked with the same code letter as the correspondence has been given.

Almost immediately somebody on the other side of the wall removes the sheaf of material and places it on a desk. Your letter has now entered the department called the Examining Section. There, other trained personnel go to work on it. This being a simple question whose answer is readily available, Smersch's address given at the time of his separation from the service is probably jotted down in short order. The piece of paper on



HUGE TASK of changing over the field pocket-type enlisted records to the newer, more convenient flat folder type has finally been completed.

which it is jotted is attached to the rest. Then, service record, your letter, code slip and the penciled answer move on — to Disposal Section.

But before we follow it to Disposal Section, let's see what would have happened if the question had been more complicated or if there had been more than one question to be answered.

When the Unit Plan was set up in the Bureau, it found itself with thousands of form letters inherited from other divisions. These have now been reduced to 54 form letters and a "correspondex" system. The division has tried constantly to avoid sending out "canned" or "assembly-line" correspondence, and the correspondex system is one way of avoiding it efficiently. This is done without disturbing the assembly-line precision and speed of the whole, letter-saturated division.

The correspondex is simply a grouping together under specific subject-matter headings those paragraphs most frequently used. The paragraphs are numbered, and thereby the examiner can indicate what paragraphs should be used without writing them out. A letter may be made up entirely of paragraphs out of the correspondex book, or these paragraphs may be used along with other, original, paragraphs. Other letters may be written especially for the correspondent from the ground up, so to speak. This is especially likely when the Bureau has to give an answer which may prove to be disappointing to the man who will receive it.

No matter how the reply is to be formulated, the whole shebang — record, letter, code number slip, and material for the reply — now goes to Disposal. In Disposal, your answer is typed up in smooth form as indicated by the rough material or paragraph numbers received from Examining. Where form letters or numbered paragraphs are used, the people in Disposal employ a manual in which the letters and paragraphs are given, identical to the one used by Examining. "Form material" such as given in these manuals is constantly being revised and improved.

Down toward the end of Disposal Section, your letter and its answer will be thoroughly checked against the record by somebody who has had no previous contact with the case. This assures accuracy through a careful and unprejudiced reviewing. Then



POURING into BuPers at a rate of over 2,000 letters every day, mail is answered promptly and accurately by means of the efficient Unit Plan.

the letter is signed, sealed and sent to you.

All this is done in a very short time in most cases. A few take longer, but the division makes every effort to close out cases which are more than a month old. People who work there have a special procedure they use when something needed for an answer is hard to find. When this was written, the number of cases held up for cumulative searching added up to zero. Everything was moving.

The division is catching up with things all around. When the Unit Plan was set up, there were more than 1,760,000 pieces to be filed. At the end of 1949 there were around 66,700. One year ago there was sometimes a backlog of 48,000 letters awaiting action. On a recent Friday evening there was less than two days' work of correspondence to be answered. Unit plan people say they wouldn't want the backlog to be any lower. They need a little work to keep



RECORDS of personnel germane to the correspondence are dug out of the great green banks of filing cabinets in one of the division's six branches.



CODED letter and jacket are placed in appropriate hole in the wall for transfer to the examining section where trained personnel prepare answers.

busy on till the morning mail is sorted.

While the whole unit operates like a well oiled machine, it has been careful not to lose the human touch. Flexibility, too, is accentuated. Two classrooms are in operation a good share of the time, training specialized clerks to become "generalists." Making generalists out of specialists permits shuffling personnel to jobs where the work-load is heaviest and also permits ready filling-in when some-

body is absent. The unit plan as a whole has proven to be so successful that a similar system is being developed for officers.

Answering letters isn't all that people do in the Enlisted Services and Records Division, although a person might get that impression at times. The truth is, they had a total of 67 projects under way during a single month not long ago — aside from the obvious correspondence. Here is a cross-section of what was going on:

- Classification of job sheets covering more than 600 civilian employees who work in the division.

- Formal classroom training in all technical subject matter fields.

- Statistical samplings. This is a sampling of the division's work by inspectors who withdraw random pieces of the division's correspondence for examination.

- A correspondence improvement program. This is the constant effort to improve the "correspondex" system and form letters which was mentioned earlier.

- Changing the field pocket-type enlisted records to the new flat folder type. This has been a huge task, but is nearing completion.

- Comprehensive study of deserters and their records.

- Writing, editing and revising procedural manuals.

- Development of examinations and tests in all fields in which personnel of the branch are required to have technical knowledge.

- Writing a comprehensive policy directive concerning release of information contained in enlisted records.

- Formal education of administrative, staff, and clerical personnel. Much of this is done on the premises of other government bureaus as well as in evening courses offered by colleges and universities in the Washington area.

- Formulation of production norms. That is, determining the amount of work which can be expected per man-hour.

- A survey of the reasons for BuPers' use of enlisted records located in Garden City, N. Y. The bureau hopes to eliminate most of the traffic of enlisted records between Arlington, Va., and the Naval Records Management Center at Garden City.

Most sailors write to the bureau very reluctantly, and then only after trying by all other means to obtain the information they want. After they leave the service, the only way they can get the information they want is to write to BuPers in many cases. That is why the records are kept there as long as they are. Most discharges, it has been found, have written their last letter to BuPers before they have been a civilian as long as 20 months.

Regardless of the reason for letters, or their frequency, most people who drop a line to the great and mysterious BuPers would like to know what happens to it when it gets there. This is the answer in brief.



COMPLETION of two-year jacket conversion project is witnessed by **RADM F. W. McMahon**, Deputy Chief of Naval Personnel, and **D. V. Greenlee, BTC**.



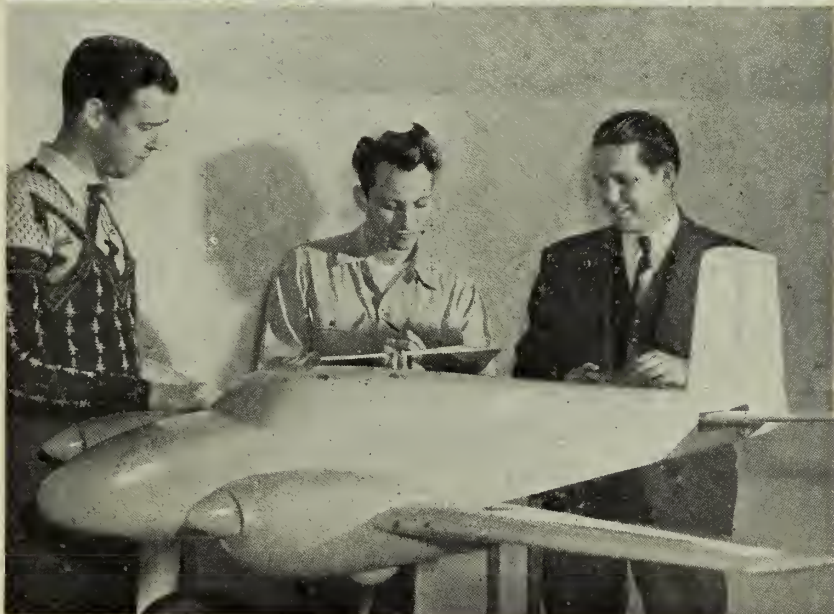
How Slow Can We Fly?

THE NAVY is sponsoring a couple of projects to make airplanes fly more slowly.

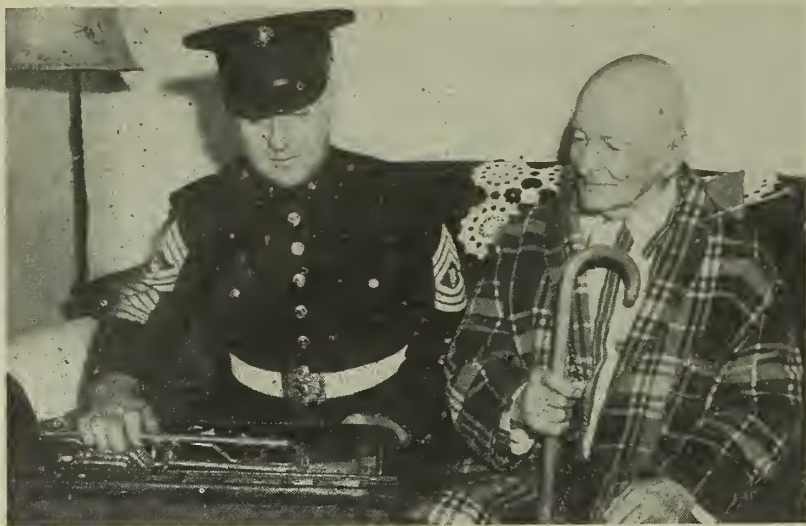
That's right — the word is *slowly*.

As almost everybody knows, ordinarily a plane has to keep batting right along if it's going to stay up in the air. That is, unless you're talking about helicopters, of course. As a rule, one would think that there's not much harm in fast flying — but sometimes there is. For one thing, if a plane can't go any more slowly than 85 or 90 miles an hour, it has to have a nice smooth surface to land upon. If you don't think so, try taking off across a cow pasture at 85 or 90 in an automobile some time. On second thought, you hadn't better — but just imagine. For private planes, a landing speed of 10 miles an hour would be about right.

There are other advantages in being able to slow down to a hummingbird's pace as well. Reconnaissance would be one. A plane capable of idling along at 30 miles an hour would be fine as a lookout tower. Nosed into a 30-mile breeze, it would be motionless in respect to the



INSTRUMENTATION of one of the largest wind tunnels in the Midwest provides data from scale models in the test section (top left). Clockwise: Students construct special air-foil section with slots for interior air flow. Boundary layer control model is readied for tests. Tunnel tests on a conventional model are analyzed.



FOR 57 YEARS, a Theodore Sevenhuysen has played in the Marine Band. 'Old Ted' joined up back in 1893. 'Young Ted' will retire soon on 30.

Father and Son a Marine Band Tradition

When "Young Ted" Sevenhuysen leaves the Marine Band this year it will mark the end of a familiar band name.

A Sevenhuysen — either father or son — has been associated with the crack Marine Band ever since "Old Ted" came to this country from Netherlands to join the band in 1893.

"Young Ted" is Master Sergeant Theodore A. Sevenhuysen, Jr., USMC. He plays lead trumpet with the band and doubles in violin with the Marine Symphony Orchestra.

"Young Ted" has 29 years in the Corps this year. Soon he will leave the band to finish up his 30 years with a Marine Corps Reserve unit near Sarasota, Fla. At the end of that year, he hopes to retire and "just hunt and fish."

Both Sevenhuysen Sr., who played not only bassoon but baritone horn and violin while he was active, and Sevenhuysen Jr. have had some interesting experiences while playing their respective horns with the band.

"Old Ted" laughs as he tells about the time the Marine Band played for President McKinley aboard the President's yacht *Sylph*. While cruising down the river the yacht began to rock furiously.

It rocked so furiously that the platform on which the band was seated became unstuck and slid smartly across the deck, throwing

the bandmen head over teacups onto the wet, slippery planking.

After he retired, "Old Ted" played engagements under such gifted conductors as Hans Kindler and Victor Herbert with the National Symphony Orchestra in Washington. He also played in the orchestras of several movie theaters.

"Young Ted" recalls most vividly a recent appearance he made with the Marine Band at the Salt Lake City Mormon Tabernacle. With the band playing the accompaniment, the Tabernacle Choir of nearly 100 voices filled the great hall with "The Lost Chord."

On other memorable occasions, the band played before the king and queen of England in 1939 and gave a concert in honor of Britain's Winston Churchill at the Massachusetts Institute of Technology last year.

The Sevenhuysens played together only once. That was in 1924 at the 25th anniversary of the reorganization of the Marine Band. First Class Musician Sevenhuysen Sr. was called back from retirement to show the bandmen a thing or two about the bassoon. Sevenhuysen Jr. proudly joined in from the trumpet section.

Mrs. Sevenhuysen Sr. adds the final word on the retirement of her two musicians. "I've lived with the Marine Band for 57 years," she says wistfully. "I'll sorta miss it."

ground. Observers could photograph the countryside and peer about with binoculars to their hearts' content. Slower speeds for landing and take-off would simplify carrier operations, too.

Probably the best way to make planes remain controllable at very low speeds is by utilizing "boundary layer control." That's mainly what they're working on in the two projects sponsored by the Office of Naval Research. One of these projects is underway at the University of Wichita, by the way, and the other is being conducted at an aircraft plant at Van Nuys, Calif.

Boundary layer control, like most aerodynamic problems, concerns air movement. The air right next to the surface of a plane's wings is dragged along a little by friction, and doesn't slide past quite as rapidly as it should. That stratum of air is called the boundary layer. Being able to control its flow — especially over control surfaces — permits successful flying at much lower speeds than otherwise possible. German aircraft designed with boundary layer control have flown consistently at 30 miles an hour or less.

Boundary layer control is obtained by removing much of the slow-moving air at strategic points on the wing surface. Blowers or suction pumps powered by the plane's engine do the job. Plenty of power is available for this task, for at such low speeds only a fraction of the engine's horsepower is used for propelling the plane.

In the Van Nuys project another scheme is being tried out, also. It consists of employing wings with an elliptical cross-section. Their after edge is blunt and rounded like the forward edge instead of tapering off.

Naval Reservists who are taking graduate work in aeronautical engineering are assisting scientists employed on the Wichita project. Tests will be run in the university's seven-by-10-foot wind tunnel — one of the largest in the midwest. Models with wing spans up to eight and one-half feet will be tested. Complete force measurements will be taken during all runs.

The Office of Naval Research has been working at low-speed flight problems for two years or more. Out of these investigations the Navy expects new developments which will be valuable to itself and to the public at large.



SALTY members of Army and Navy Union are shown on New Year's Day 1898 aboard *Olympia* at Nagasaki, Japan.

Old-Timer Has Long and Varied Career

ONE of the pioneers in the U. S. submarine service, William H. Reader, Chief Gunner's Mate, USN, had a long, colorful and varied naval career. Now residing in Hamden, Conn., the 82-year-old retired chief is still enthusiastic about the Navy.

Back in 1900 he served as chief-of-the boat in *uss Holland*, the first Navy submarine, along with LT H. H. Caldwell, the first Navy sub skipper.

Prior to submarine duty, Reader served with Admiral Dewey in the flagship *Olympia* during the Battle of Manila in the Spanish-American War. Not many chiefs can make that claim. What's more, Reader has pictures to prove it.

In the picture at the top of the page taken aboard *Olympia* at Nagasaki, Japan, on the New Year's Day preceding the outbreak of the Spanish-American War, Reader is the sixth from the left in the top row—not counting the quartermaster on the bridge.



FIRST chief-of-the-boat in U. S. submarine history, William H. Reader (left), GMC, is shown with the rest of *USS Holland's* six-man crew and others.

Reserve Training Centers Completed

WHEN the last nail is hammered into place, probably sometime next month, at the Naval Reserve Training Center in Daytona Beach, Fla., the four-year program to house the trainees of the "part-time Navy" will be 100 per cent complete.

Springing up all over the nation, this network of efficient training centers for Naval Reservists extends from Tuscaloosa - to - Tucson - to - Tacoma. It includes in the chain stops at such typical centers as Asheville, Topeka and San Jose - in all a total of 316 NRTC's.

The NRTC is rapidly becoming not only a seat of higher education for the Reservist, but also a center of organized aid to the community in time of emergency or local disaster.

And as the "home" of the Organized Naval Reserve, the NRTC is keeping pace with one of the leading civilian components of the nation's defense system.

Designed and proved in World War II, the new type of training center is familiar to every Navy man, who may have seen its prototype originally in the jungles of Guadalcanal or on the volcanic ash shores of Bougainville.

The majority have been constructed of quonset-hut or butler-hut material; others have been converted from existing structures, and in some cases the quonset or butler type

buildings have been used to expand existing facilities. Of the 316, a total of 313 has been completed and in operation and three remain to be officially established.

The total costs of construction or modification of the NRTC's is estimated at approximately \$70,000,000. In addition, millions of dollars of equipment, ranging from the most complex sonar and radar gear to mock-ups of a submarine interior, have been installed to provide the training for the peace-time reserve of one of the largest technical organizations the world has ever known - your Navy.

A lusty four-year-old, the postwar Organized Naval Reserve is making progress, and has received a critical "okay" from the Naval Reserve Inspection Reviewing Board, after a careful scrutiny on a nation-wide tour.

The 25,000-mile, four-month-long inspection of the surface and submarine components has resulted in an annual report stating that they have shown "commendable growth."

"Much progress was made in 1949. Keep up the good work," says the Assistant Chief of Naval Personnel for Naval Reserve, Captain J. H. Shultz, USN.

The Organized Reserve is now well housed, according to the inspection board, which was headed by Captain W. H. Duvall, USN. Also, with the ex-

ception of CIC equipment and emergency power source, the installation of its equipment is well along to being completed.

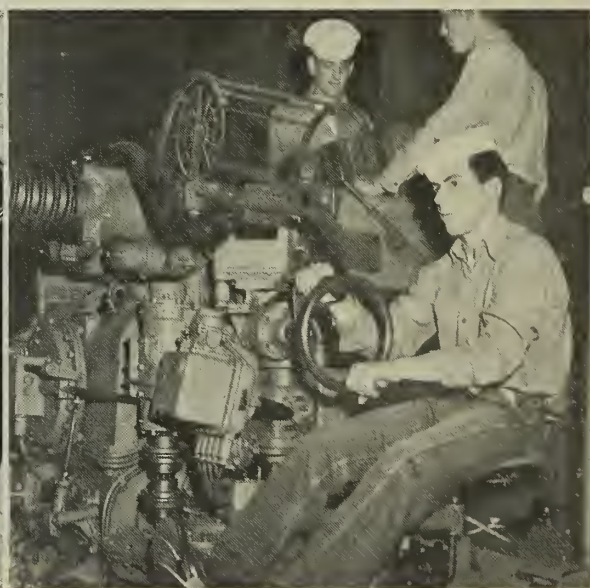
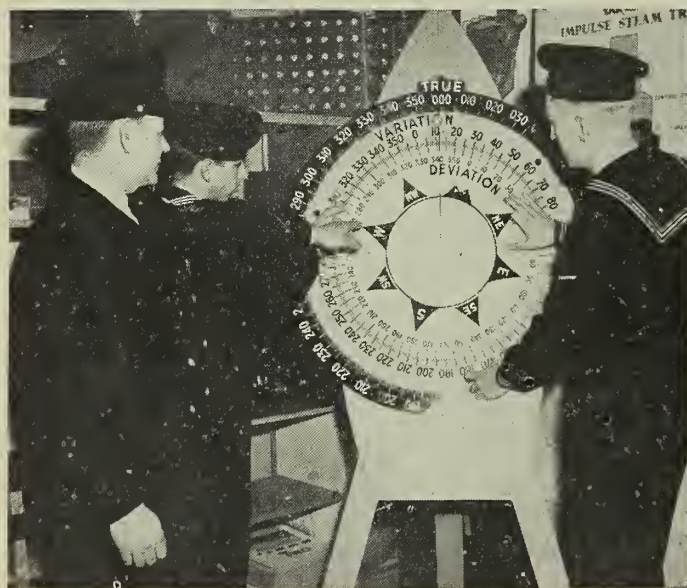
This is what a typical Naval Reserve Training Center - in your hometown - may look like.

Take for example the center in Hamilton, Ohio. A quonset-type structure, this NRTC consists of three wings, each 40 feet wide by 100 feet deep, fronted by a connecting headquarters building 154 feet by 26 feet, which contains office space, a recreation room for enlisted men and a wardroom for officers.

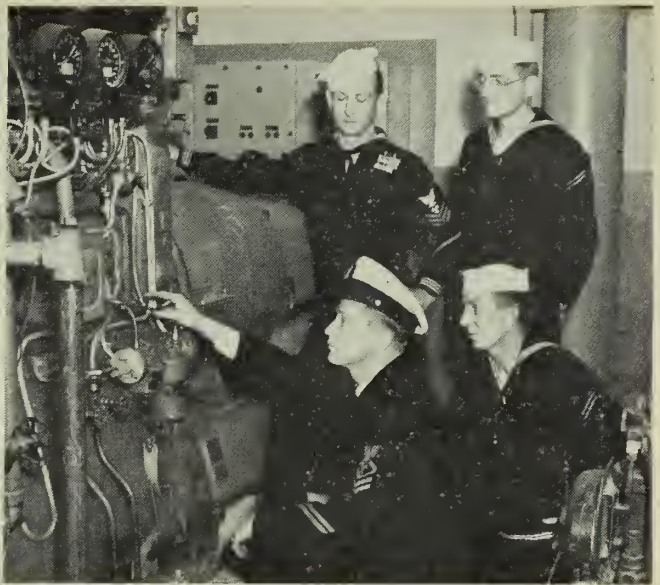
An open-top model of the quonset style of NRTC would show an arrangement of classrooms and shops, which vary according to the activity, since each training center does not train the same rates.

A typical model like the Hamilton NRTC will contain a carpenter shop, classrooms and a sickbay house in one of the prefabricated wings. The second wing will contain an ordnance room, electrical shop, and radio room, while the third of the row of huge huts will contain space for electronics and transmitter rooms, forge and maintenance shops, lockers and a boiler room.

On drill nights the 300-odd training centers become the headquarters of some 150,000 Reservists, all of whom are members of, or associated with organized units. (Naval Air Re-



INSTALLATIONS of training equipment in NRTC's well along except for CIC gear and emergency power sources.



DRILL NIGHTS training centers become headquarters for 150,000 Reservists comprising over 750 drilling divisions.

servists train at separate activities, such as air stations and NARTUs.)

These are some of the specialties in which they train—to name just a handful: machinist's work, diesel engines, radio, electronics, electricity, quartermaster and general deck ratings—and cooking. (Navy cooks have a world-wide reputation, which puts them in the same class with French chefs, according to some sources!)

In addition, thousands of Volunteer Reservists, who are members of approximately 2,000 units which drill without pay, utilize the accommodations of the NRTCs. In a year these Volunteer Reservists accumulate close to 3,000,000 man-hours of training during their regular meetings and study.

The Naval Reserve Inspection Reviewing Board studied the progress of Reserve training and the condition of facilities. Here is a summary of its report, based not only on the inspections but also on informal critiques in which Naval Reservists were encouraged to give their opinions.

The shipshape appearance of NRTCs all over the nation drew from the board praise for the station-keeper Reserves, who showed commendable initiative in making the centers attractive, clean and orderly.

While the pre-war type of armory does not provide as good a type center for our present-day Naval Reserve (because too much space is taken up by drill halls with consequent reduction in space for class-

rooms and shops) attempts to overcome this handicap have in general been satisfactory.

The butler and quonset hut types make neat and good-looking centers with maximum use of space. Some of them, however, do not have an assembly hall, and recommendations have been made to provide space in order to have musters and inspections.

The installation of equipment in all the centers is well along, with the only important lags existing in CIC installations and emergency power sources. The report recommended that this work be expedited, especially in the case of Combat Information Centers, because of their value in group training.

While the generally good condition of the centers was laudable, the condition of training ships moored alongside or in the vicinity of NRTCs varied from "outstanding" to "unsatisfactory."

Some *titivating*, according to the report, could well be used on many of the ships, along with a thorough painting job, for the purpose of "sprucing up."

Training submarines, on the other hand, ranged from "excellent" to "outstanding" from the standpoint of maintenance. The only major criti-

cism of them was that they were not put to the fullest use in group training.

A mistaken attitude on the part of administrative personnel and instructors, the board commented, is that the Reserve training ships are for the purpose of underway instruction only. Dockside group training of the vessels, it emphasized, should be utilized for training personnel in such problems as "how to drop anchor," and for identification training.

To facilitate this type of indoctrination, the board suggested that each Naval Reserve training ship post operating and safety instructions for the trainees, and that equipment, piping and machinery, etc., be marked for ready identification.

The report on Reserve personnel recommended that more time be given to military muster, inspections and simple military evolutions by small groups, in order to develop smart appearance and build up qualities of leadership. Correct postures must be stressed to improve military bearing.

Typical bugbear from the standpoint of uniform appearance was—as usual—the "shoestring" neckerchief, which remains the most flagrant irregularity, followed by missing service stripes and failure to wear campaign ribbons.

Nucleus of the Organized Reserve's surface and submarine components, the board states, are its more than 750 drilling divisions. Every division consequently must have an adequate

Annual Inspection Finds Reserve Well-Housed, Its Growth 'Commendable'



PART-TIME NAVY in Seattle, Wash. area is housed in the building above.



ARMORY in Santa Barbara, Calif. (above). Below: NRTC in Little Rock, Ark.



MODEL of the simple and functional quonset-type center is shown below.



number of members to be a going concern.

The board reported that only a limited number of surface units have brought their personnel quotas up to 100 per cent. The submarine divisions generally stand far below strength at the present time. None of the latter has reached more than 50 per cent of its quota.

To remedy this the board recommended that in localities which support multiple divisions or organizations which cannot reach full quotas, consolidation of units should be made.

Increased emphasis is being placed on training, since "the attraction which the Reserve program has for a Reservist depends mainly on the effectiveness of the training program."

Organized Reserve training can best be obtained on the unit level of the division and for this reason the most efficient results would probably be obtained if divisions using the same training center were to meet for drills on different nights, whenever practicable.

In this way the division retains its identity and helps to develop leadership qualities in its members.

In the Submarine Reserve there is a tendency to depend too much on the active duty shipkeepers in matters of administrative routine.

During the current year the inspection program will be enlarged to include annual contests in the following additional groups, which will compete for the title of "best in the nation" in their field:

- Seabee Reserve
- Military Sea Transportation Service
- Ship Repair
- Submarine Repair
- Communications Supplementary Activities

- Electronic Warfare Companies.

The inspections by the reviewing board, which culminates each year in the selection of the best organized surface and submarine units, showed the steady progress made by the Reserve component, although there is still plenty of room for improvement.

The naval districts will complete their "eliminations" in each of these fields for the period of the fiscal year 1950 by 30 June, and final selections will be determined this fall, after reviewing boards have made their annual tours of inspection.

LETTERS TO THE EDITOR

Shore Duty and Sea Duty

SIR: The following information is requested on shore and sea duty status:

(1) Are general service personnel who serve with an aviation squadron which is classed as sea duty, credited with sea duty for purposes of pay, advancement in rate and rotation of duty?

(2) Would an aviation code number for such personnel make any difference?

(3) The general service personnel of this squadron are receiving sea pay but after two years, as in my case, they are considered as having completed a normal tour of shore duty. Could you tell us just where we stand? — P. O. R., BM2, USN.

• (1) Concerning the duty status of general service personnel attached to an aviation squadron, the service defined below constitutes sea duty:

(a) Service performed by all personnel attached to ship based aviation units, including periods temporarily based ashore.

(b) Service performed by personnel under flight orders attached to fleet, sea frontier, or local defense units.

(c) Service performed by personnel under flight orders attached to Fleet Logistic Air Wing Command for periods of flights beyond the continental limits of the United States.

Aircraft Development Squadron Three (VX-3) is a fleet unit, and only those personnel under flight orders are considered to be performing sea duty.

Above definitions are not intended as service constituting sea duty for pay purposes for any period subsequent to 30 Sept 1949, as such instructions, based upon the Career Compensation Act of 1949, are in process of study, but are merely intended to point out just what constitutes sea duty prior to 1 Oct 1949.

(2) Rotation of general service ratings from VX-3 to sea duty is administered by ComServLant. The duty is considered shore duty for these ratings for the purpose of rotation and an aviation code number would make no difference. Names of the general service ratings are included on a survey upon completion of shore duty so that new men can be brought in for their share of shore duty.

(3) Duty with aviation units of the active fleet will count as sea duty for purposes of advancement in rating. (This includes general service personnel so assigned.) BuPers Circ. Ltr. 12-50 (NDB, 31 Jan 1950) provides that sea pay is not a governing factor in determining whether a particular type of duty shall be considered as sea duty in determining eligibility for advancement in rating. — ED.

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letters to: Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

Enthusiastic Trailerite Offers Info

SIR: Your story in the March issue of ALL HANDS covering the Great Lakes trailer park was both interesting and timely. I believe it would be to the best interests of all naval personnel if further information were available on the subject. I will gladly reply to all letters requesting information about facilities in the Norfolk area for trailerites, provided the sender includes a self-addressed stamped envelope. Queries should be addressed to Hulon C. Smith, MSgt. USMC, H&SBn, FMF Atlantic, NB, Norfolk, Va.

I would like to add a remark for the benefit of skeptics. In our 33-foot house trailer we have adequate space for clothing and belongings. We have comfortable sleeping accommodations for ourselves and two children, with a day bed to spare. We have learned that our trailer includes more built-in luxury than the majority of better-class furnished apartments we inspected before "going mobile." — H.C.S., MSgt. USMC.

• As information on trailer housing for naval personnel becomes available to ALL HANDS — either through staff coverage or in material submitted from various commands — we plan to publish it for the benefit of Navy and Marine Corps readers. — Ed.

Settlement of Unused Leave

SIR: Can you tell me if any provisions have been made for settlement of unused officers' leave in the case of Regular Navy officers who reverted to chief petty officer prior to 1 Sept 1946?

I reverted from chief warrant machinist to chief machinist's mate in August 1946 and was informed by BuPers in August 1947 that such legislation was pending. As yet I haven't heard of any such bill although many similar ones have been passed, including Public Law 314, 81st Congress. — W. F. A., MMC, USN.

• Remedial legislation was introduced by the 80th Congress to permit officers who were separated prior to 31 Aug 1946 to be compensated for officers' leave due them, but it failed of enactment. — Ed.

Replacing Lost GC Medal

SIR: I was awarded a good conduct medal in 1941 for my previous enlistment. Through carelessness on my part I lost it and would like to know if it is possible to get this replaced even at my own expense. What is the procedure? — T. F. W., EMC, USN.

• Records show that you are entitled to the Good Conduct Award for the period of service ending 17 Nov. 1941. If you desire to purchase a replacement for the lost medal, it may be obtained from the Superintendent of the U. S. Mint, Philadelphia, Pa., on submission of a check or money order for \$2.50.

If the medal had been lost through no negligence or fault on your part, the Bureau of Naval Personnel would consider replacing the medal without cost to you upon submission of an affidavit to the effect that it was lost through circumstances beyond your control. However, since you state the loss was due to your own carelessness, you will have to pay for a replacement. — Ed.

Transfer to LTA Craft

SIR: Is it possible for an EM1 and an EN1 or EN2 in the Regular Navy, general service, to transfer to lighter-than-air craft? — R. W. L., EM1, USN; B. B., EN1, USN; L. E. H., EN2, USN.

• Inasmuch as no LTA activities have allowances for ENs, no transfer of these ratings to the LTA program is authorized. EMs, however, may submit requests in accordance with current directives for duty to a lighter-than-air craft organization. — Ed.

More on New Pay Bill

SIR: On page 46 of ALL HANDS November 1949 it is stated that the Career Compensation Act of 1949 specifically repeals legislation pertaining to payment for enlisted men's travel allowance on discharge. Is this statement correct or is it in error? — F. T., LCDR, USN.

• While it is true several of the laws listed in the article you mention were repealed, you might not realize that some provisions of previous law were written into the Career Compensation Act under different names.

In this case, the payment previously made under travel allowance now comes under the heading of mileage, and it's paid on the same basis — five cents a mile to enlisted personnel from the place of discharge to the home or the place of acceptance for enlistment, as the case may be. — Ed.

Regulars and GI Benefits

SIR: This is the case of a Regular line officer who graduated from the Naval Academy and served during the war continuously since his commissioning and consequently has no discharge certificate. Under these circumstances, is it possible to obtain a veteran's housing loan or any other benefit under the GI Bill? — F. B. B., LTJG, USN.

• No person without a discharge or release from active service, regardless of World War II duty, can qualify for a GI loan or any other benefit provided by the GI Bill. Separation from service is also a basic requirement for most other major federal benefits for veterans. — Ed.

Retirement Pay

SIR: This question concerns the current retirement law. Consider a permanent commissioned warrant officer who was serving satisfactorily as a lieutenant (junior grade) on 30 June 1946 and drawing the pay of a lieutenant at that time due to his having over 10 years' service. Subsequent to that date he was promoted on the active list to lieutenant and is now serving satisfactorily as such.

The question: Will this person be retired, after 30 years' active service, with retired pay based on the pay of a lieutenant (junior grade), a lieutenant, or a chief warrant officer? Will he have any choice? — F. N. Q., Jr., LT, USN.

• If serving as a lieutenant at time of retirement, he will be retired in that grade with retired pay based on that grade unless otherwise entitled to higher retired pay. If his pay as commissioned warrant officer is greater than that of lieutenant, he will be entitled to pay based on grade of commissioned warrant officer. — Ed.

Ten Stars for USS Conner

SIR: Could you give me some information on how many battle stars are rated for USS Conner (DD 582) from the time of commissioning to October 1944? — J. H. J., SN, USN.

• From her commissioning date until October 1944, USS Conner (DD 582) is entitled to 10 stars on the Asiatic-Pacific Campaign Medal. — Ed.

Saluting National Ensign

SIR: The July 1949 issue of ALL HANDS, p. 28, states "If the ensign is not hoisted this salute is rendered only when leaving or coming on board ship." Article 2108(1), U. S. Navy Regulations, 1948, states "Each person in the naval service, upon coming on board a ship of the Navy, shall salute the national ensign if it is flying."

Regulations and ALL HANDS do not seem to agree on this point. Which is correct? — R. V. E., RMC, USN.

• Navy Regulations spell out the law, which requires the national ensign be saluted when flying. Navy customs and traditions go a little further, and require Navy men to salute the quarterdeck when leaving or coming on board when the flag is not flying. — Ed.

BAQ for Dependent Parent

SIR: I was recently converted to the new pay bill and the Class B-1 Allowance to my dependent parent was stopped accordingly. However, I believe that I am entitled to BAQ under the provisions of the new pay bill because my dependent is maintained at my legal address. Or, is entitlement to BAQ restricted to wife only. I am not married nor do I claim other dependents. If I am entitled to BAQ, please give the authority. — L. A. O., TS, USMC.

• In general, a member with the rank of technical sergeant is entitled to basic allowance for quarters on account of his parent if the parent (a) is in fact dependent on the member for over half of his or her support and (b) actually resides with the member in the member's household.

The instructions pertaining to entitlement to and substantiation of basic allowance for quarters on account of a parent are contained in Military Pay Instruction Memorandum 3, Volume V, Bureau of Supplies and Accounts Manual, and it is suggested that you obtain from your disbursing officer the information as to whether or not you are entitled to such allowance on account of your parent. — Ed.

Service for Retirement

SIR: Does commissioned service for retirement purposes as a warrant officer commence with the date of rank of permanent warrant commission assigned by BuPers Circ. Ltr. 108-48? — R. L. J., LT, USN.

• No. The date of rank assigned by BuPers Circ. Ltr. 108-48, merely establishes precedence in the permanent grade to which appointed. Commissioned service for retirement purposes begins with effective date of first appointment to a grade above warrant officer. — Ed.

Travel Allowance for Dependents

SIR: I'm writing you in regard to travel allowance for dependents. In 1943 I sent my dependents from Miami, Fla., to Tremont, Ill. I was told to submit a claim for their travel expenses, but didn't do so. At that time, there was a special act or law that allowed you to send your dependents home at government expense if you were going overseas. I would greatly appreciate it if you would tell me the number and date of that directive. — H. P. S., ENC, USN.

• The directive you want is a BuPers circular letter dated 23 Dec 1943 which implemented Public Law 193, 78th Congress. This letter, now designated 44-609, can be found in the Navy Department Bulletin, January-June 1944 (p. 77). Public Law 193, 78th Congress, permits personnel transferred to sea duty or to secret or confidential destinations at government expense to a place of their selection in lieu of the new duty station.

You should submit a claim in accordance with the directive mentioned here completing the necessary certificates which are required. — Ed.

Hashmarks Okay—But No GCM

SIR: Because of broken service I wonder if I am still entitled to wear a hashmark and a good conduct medal. I have a total of five years to my credit. — R. P. W., FN, USN.

• Hashmark, yes. Good conduct medal, no. Insofar as the Navy Good Conduct Medal is concerned, only continuous active duty may be counted.

In accordance with Uniform Regulations, enlisted personnel wear one service stripe for each four years of active duty in the Navy, Marine Corps, Coast Guard or Army or active service in the Naval Reserve, or any combinations thereof. Broken service does not matter.

Active service in the Naval Reserve is considered as meaning service on the active list of the Naval Reserve, whether performed in an active or an inactive duty status or the two combined. All service in the Naval Reserve (which includes all classes thereof) may, therefore, be counted in determining eligibility for service stripes. — Ed.



USS CONNER (DD 582) is entitled to ten stars on the Asiatic-Pacific Campaign Medal.

Studying for Exam

SIR: I have been nominated for YN2 and am scheduled to take the examination 17 July. Although I have passed the appropriate Navy Training Courses, i.e., NavPers 10403, with a satisfactory mark, I would like to know if there are any current manuals to study. The training courses mentioned were of the 1945 edition and somewhat obsolete.—E. J. P., YN3, USN.

• The revised edition of yeoman 3 and 2 is at the printer but will not be available in time for the advancement examination in July. It is particularly important, therefore, that you examine the Qualifications for Advancement in Rating (NavPers 18068) for yeomen and make sure that you prepare for all the examination subjects listed therein.

Column Six of BuPers Circ. Ltr. 187-49 (NDB, 15 Nov 1949) suggests additional publications which will be of some assistance. Your division officer and your educational officer will also be able to help you find study materials. In selecting additional references, be careful to discriminate between obsolete information and that which is up-to-date.—Ed.

Reserve Retirement Benefits

SIR: Can I put 16 years active duty in the Naval Air Reserve, then enlist in the Regular Navy (within 24 hours) for four years and be eligible to ship into the Fleet Naval Reserve and draw retainer pay?

From what I now know, Reserve personnel in the Naval Air Reserve Program cannot become members of the Fleet Reserve, thus making them ineligible to receive retainer pay.—E. C. B., YN3, USN.

• Yes, providing you are eligible for enlistment or reenlistment in the Regular Navy. However, further inquiry concerning enlistment or reenlistment in the Regular Navy should be made at the nearest Naval Recruiting Office.—Ed.

Duty in Europe

SIR: After reading about the duty in Europe in the December 1949 issue of ALL HANDS, I would like to know what the chances are for a man of my rate and classification to obtain a transfer to some activity in Europe other than England. I am married and have no children. If at all possible, I would want to take my wife with me.

At present, I am on active duty with the Naval Reserve on a training ship attached to that program. My rate is DK2, V-6, USNR.—J. P., DK2, USNR.

• There are no authorized military allowances outside the continental United States for Naval Reservists.—Ed.

Right to Vote Denied?

SIR: Were members of the armed forces, or in particular members of the U. S. Navy, denied the right to vote at any time in the past? If so, by what authority?—R. G. DeW., HMC, USN.

• There have been no federal prohibitions against voting by members of the armed forces. For information regarding state prohibitions, if any, it is suggested that you communicate with the Secretary of State of the state in which you may be particularly interested.—Ed.

More On Saved Pay

SIR: Several of us fellows at the U. S. Navy Recruiting Station, Philadelphia, Pa., are drawing "saved pay" under the Career Compensation Act of 1949. Several of us have recently completed another three-year period for longevity, but the paymaster here says that we are not entitled to an additional five percent of basic pay. Why is this?—E. D., YNC, USN.

• Because, by drawing "saved pay" you are now getting more money than you would if you were drawing your new pay plus your latest increase in basic pay for longevity. If, on the other hand, you would get more money by drawing your total new pay, your disbursing officer would shift you over to new pay.

But you cannot mix new pay and saved pay. You can draw one or the other, whichever is higher, but not both. Moreover, your saved pay figure can never increase beyond the amount you were drawing when the Career Compensation Act went into effect, 1 Oct 1949.—Ed.

Who Gets Shipping-Over Bonus

SIR: The active duty Naval Reserve personnel at this activity have been discussing reenlistment bonus. Will you please clarify this matter for us?

Will a person on active duty receive a bonus for previous continuous service on active duty or will he receive a bonus for his new enlistment? If the active duty personnel (stationkeepers and shipkeepers) receive an enlistment bonus, on what basis will they be paid?—H. M. C., YN2, USNR.

• If a person reenlists in the Regular Navy within three months from date of release from extended active duty of one year or more in the Naval Reserve, he will be entitled to a reenlistment bonus for the forthcoming enlistment. The amount is determined by the number of years for which the person reenlists. Reenlistments are being made for four or six years only, at present.

As in the past, Naval Reservists are not entitled to reenlistment allowance for reenlisting in the Naval Reserve.—Ed.

Answer to Exam Question

SIR: This is prompted by a little discussion several of us had not so long ago about a question on a storekeeper exam that was given at the Navy Recruiting Station, Little Rock, Ark.

The question: On board ship, which of the following officers has custody of the duplicate keys to the Supply Officer's storerooms. (1) Executive Officer (2) Supply Officer (3) First Lieutenant (4) Damage Control Officer (5) Engineering Officer.

Various opinions were expressed and publications were quoted, viz., U. S. Navy Regulations, Bureau of Supplies and Accounts Manual, Bureau of Ships Manual, etc. However, "some people convinced against their own will are still non-believers."—J. A. H., SK1, USN.

• Duplicate keys to Supply Department storerooms are in the custody of the Supply Officer. Authority for this is contained in paragraphs 31017 and 81003, Bureau of Supplies and Accounts Manual.—Ed.

Saluting When Honors Are Rendered

SIR: Article 231, U. S. Navy Regulations, 1941, prescribes the manner of rendering honors to a flag officer aboard a station. When the ruffles and flourishes are followed by a march, paragraph (f) of the above reference requires the hand salute (by the station officers and men) to terminate after the ruffles and flourishes. Does the recipient of the honors also terminate his hand salute after the ruffles and flourishes? Is the procedure the same for the Army?—J. K., SC, USMS.

• U. S. Navy Regulations, 1920, have been superseded by U. S. Navy Regulations, 1948. The new regulations do not prescribe the manner in which the hand salute is to be made in the case you describe. However, Navy custom dictates that the person honored terminates his hand salute if the ruffles and flourishes are followed by a march. If followed by the National Anthem or "to the colors" the hand salute is terminated at the last note of the music or call.

Neither the Army or Air Force follows the above procedure, but require the recipient of honors to remain at the salute until the last note of any music which may be played.—Ed.

Light Blue Stripe for CBs

SIR: What is the color of the stripe to be worn by non-rated personnel of the CBs, specifically for the ratings of CN, CP and CR.—F. J. E., CHCARP, USNR.

• Article 9-50, U. S. Naval Uniform Regulations (1947) states: "Construction man, construction apprentice, and construction recruit wear light blue stripes on blue and white uniforms."—Ed.

Reservist to Regular

SIR: (1) I would like to know if either the Act of 7 May 1948, Public Law 517, 80th Congress, or the Act effective 1 Oct 1949, Public Law 351, 81st Congress, modifies the Act of 6 Oct 1945 whereby a person who held a commission in the Naval Reserve and subsequently reenlisted in the U. S. Navy may retire with the highest rank held in the Naval Reserve.

(2) I would also like to know if inactive time in the Naval Reserve counts in computing a total of 30 years' service and whether or not the additional longevity gained by having been in the Reserve would be included in computing retainer and retired pay. — J. R. R., Jr., SKC, USN.

• (1) *The Act of 6 Oct 1945 does not provide that a person who held a commission in the Naval Reserve and subsequently reenlisted in the U. S. Navy may retire with the highest rank held in the Naval Reserve. There is, however, a provision to that effect in section 8(a) of Public Law 305, 79th Congress. Neither Public Law 517, 80th Congress, nor Public Law 351, 81st Congress, invalidates this provision.*

(2) *To be more specific, the inactive Naval Reserve time will be included in computing the 30 years' service for retirement after transfer to the Fleet Reserve. Also, the additional longevity gained by having been in the Reserve will be included in computing retainer and retired pay.* — Ed.

Souvenir Books

In this section ALL HANDS each month will print notices from ships and stations which are publishing souvenir books or "war records" and wish to advise personnel formerly attached. Notices should be directed through channels to the Chief of Naval Personnel (Attn: Editor, ALL HANDS), and should include approximate publication date, address of ship or station, price per copy and whether money is required with order.

ALL HANDS has no information on souvenir books published by any command, except those notices which have appeared in this space since March 1946.

BuPers is in receipt of numerous requests for information on books published by various commands. It is therefore requested that COs and OinCs having knowledge of souvenir books, announcements for which have not appeared in this space, notify BuPers (Attn: Editor, ALL HANDS) promptly.

• *uss Quincy*—Many inquiries and requests for souvenir books of *uss Quincy* (CA 39) have been received by the Commander of the Bremerton Group of the Pacific Reserve Fleet. There are no souvenir books available for this ship at this command. The Bremerton Group, Pacific Reserve Fleet, is maintaining *uss Quincy* (CA 71) in an inactive status. This vessel succeeded the original *Quincy* (CA 39), which was sunk at the Battle of Savo Island in August 1942. Records and publications maintained in *uss Quincy* (CA 71), now moored in the Bremerton Group, have no

Lump Sum Leave Pay

SIR: When an enlisted man of the first three pay grades elects to draw lump sum terminal leave pay upon being discharged for immediate reenlistment, what rate of pay does he draw for quarters?

Is it the old rate of \$1.25 for M.A.Q. or the new rate of \$2.25 for B.A.Q.? — H. R. S., SKC, USN.

• *The rates as prescribed by the Armed Forces Leave Act were not changed by the Career Compensation Act. The following rates remain in effect: 70 cents for subsistence and \$1.25 for quarters.* — Ed.

Officers' Retirement Changed?

SIR: Do you know of any action being taken or contemplated towards changing the retirement act which provides for retirement of officers after 10 years of service in a commissioned status? How would this act affect a member who served 10 years as a warrant officer (not a commissioned warrant officer)? — J. E. C., CWO, USMC.

• *At the present time no action is contemplated to change Public Law 305-79th Congress which will permit time served as a warrant officer to count toward 10 years' commissioned service. However, the retirement question in general is being studied by the services toward coordinating the views of the various services.* — Ed.

Electronic Technician Billets

SIR: (1) I will soon be eligible for shore duty and would like to know if there are any electronic technician billets on a naval air station such as the one at Alameda.

(2) Are electronic technicians ever put in aviation electronic technician billets?

(3) If I pass the exam for first class while under ComPhibPac and get transferred to shore duty, will there be any chance of my rate not coming through? — C. W. W., ET2, USN.

• (1) *Yes, ETs are assigned to naval air stations.*

(2) *ETs are put in aviation electronic technician billets only if needs of the service require it. They are trained for and needed in non-aviation billets.*

(3) *The last quota for advancements under fleet and area-wide competition has been issued. Future fleet-wide exams will be utilized only for filling any portion of this quota which may have been unused on 31 Mar 1950. Beginning in July 1950, advancements will be under service-wide competition and transfer to other duty will not effect advancement status of successful candidates.* — Ed.

New Offense on Probation

SIR: The publication *Naval Justice* (NavPers 16199-A) states that when a reviewing authority places a man on probation and during the probationary period the man commits a new offense, his commanding officer has three possible courses of action. He may (1) execute the suspended sentence; (2) award a court-martial; or (3) execute the suspended sentence and award a court-martial.

From this it seems to me that when a man is on probation and commits an offense, the commanding officer must take one of the three steps outlined above, and not award such other punishment as deprivation of liberty, extra duty, and so forth. Am I correct in thinking this?

Another question: Can a man who has agreed to extend his enlistment which expires in one month be awarded probation for six months, loss of pay for three months and deprivation of liberty for two months by a summary court-martial? Or must the sentence awarded be served and/or completed prior to the effective date of his extension? — E. S. M., YNC, USN.

• *In regard to punishments which may be awarded a man who commits a new offense while on probation, the commanding officer may take any of the three courses of action outlined in Naval Justice (NavPers 16100-A), but it is not mandatory that he take any of these*



steps. He may instead (or in addition) award such other punishment as authorized by the 24th Article for Government of the Navy.

Whether or not a man has agreed to extend his enlistment has no bearing on whether he can be awarded probation that would extend beyond the date his enlistment would normally expire. *AlNav 155-41 (NDB, Cum.Ed. 1943)*, (modified by *BuPers Circ. Ltr. 6-49, AS&SL Jan-June 1949*) states in part . . . "Enlisted personnel who, after disciplinary measures, are restored to active duty on probation extending beyond the normal date of expiration of enlistment shall not be discharged by reason of expiration of enlistment if violation of probation would result in a bad-conduct or dishonorable discharge until (1) the expiration of the prescribed probationary period, if the probationary period is for less than six months; or (2), the expiration of six months of the prescribed probationary period if the probationary period is for six months or more. In other types of probation, discharge shall be effected whether or not the period of probation has expired."

A summary court-martial can award "deprivation of liberty on shore on foreign station, loss of pay not to exceed three months and extra police duties," (see 30th AGN) but other deprivation of liberty or "restriction" is not an authorized SCM sentence. — ED.

Transfer and Retirement

SIR: I enlisted in the U. S. Navy on 10 Nov 1925 (minority enlistment) and was discharged in April 1931 after completing a two-year extension. I enlisted in the F-2 class Naval Reserve and re-enlisted in the Regular Navy in June 1934, and have been on active duty since that time.

(1) Does my time in the F-2 class count toward computing retainer pay under the Career Compensation Act?

(2) I plan on retiring in 1951. How many years' service will I have toward computing my retainer and retired pay?

(3) I also held a commission of lieutenant (junior grade) with the retainer pay of a CPO, or must I go on full retirement before receiving the retirement pay of the highest rank satisfactorily held? — C. P. W., MMC, USN.

(1) The time you served in the F-2 class will count toward computing retainer pay under the Career Compensation Act for basic pay purposes but not for transfer purposes.

(2) For basic pay purposes, you would have the aggregate of service creditable for pay purposes plus service accumulated to date of transfer to the Fleet Reserve.

(3) Under existing law you would not be entitled to rank and pay of highest rank satisfactorily held and pay based on that rank until transferred to the retired list. — ED.

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying The Editor, *All Hands Magazine*, Room 1809, Bureau of Personnel, Navy Department, Washington 25, D. C. four or more months in advance.

• **Armed Guard** — Members of the World War II Armed Guard will hold their first reunion 27 May at 6 p.m. at the "old" Brooklyn Armed Guard Center, 52nd Street and First Avenue, Brooklyn 32, New York. For further information write William Monnot, 428 E. 136th Street, Bronx 54, N. Y.

• **uss Eldorado (AGC 11)**: Reunion to be held during the Memorial Day holiday — 27 through 30 May 1950, in New York City. Write to Charles Ruzic, 6421 S. Honore St., Chicago 36, Ill.

• **Abbot Hall Graduates**: A reunion dinner is scheduled for 6 May at the Knickerbocker Hotel, Chicago, Ill., for staff members of this association and Naval Reserve Midshipmen's School graduates. Address Commander William Burry, 209 South LaSalle St., Chicago, Ill.

• **uss Bunker Hill (CV 17)**: Annual reunion for officers and enlisted men. Stag luncheon on 25 May 1950 at "400" Restaurant, 1423 F Street NW., Washington, D. C., commencing 1230. Reservations must be made before 18 May 1950 with Lieutenant R. W. Koster, USN, Room 2083, Bureau of Aeronautics, Navy Department, Washington 25, D. C.

• **American Defenders of Bataan and Corregidor**: The fifth national convention of this organization is scheduled for 5, 6 and 7 May at the William Penn Hotel, Pittsburgh, Pa. Frank J. Margiotto is secretary. Address: Room 426 Walker Bldg., 220 Boylston St., Boston 16, Mass.

• **302nd Construction Battalion**: A reunion will be held on 30 June and 1 and 2 July at the Palmer House, Chicago, Ill. For further information, write J. Lester Neeson, 8840 South Ada St., Chicago, Ill., or Harry W. Price, Jr., 135 West Third St., Lewistown, Pa.

• **uss Billfish (SS 286)**: All interested in organizing a reunion of *Billfish* personnel get in touch with Kenneth A. Mayes, 2nd and Campbell St., Youngstown, N. Y.

• **uss LST 970**: All interested in organizing an *LST 970* reunion should contact Edward Feldman, 122 Plant St., New London, Conn.

• **uss Adria (AF 30)**: A reunion of the original crew members is planned for some time this summer, in Washington, D. C., or another suitable place. Interested persons should contact Seward M. Bacon,

3000 Connecticut Ave. NW, Washington, D. C., or Claude A. Taylor, 6137 33rd St. NW, Washington, D. C.

• **uss Charles E. Brannon (DE 446)**: A reunion of all former crew members of *Brannon* is scheduled for 3, 4 and 5 November, in New York City. For information and reservations, write Raymond F. Stockmal, 302 Howe Ave., Shelton, Conn.

• **28th Construction Battalion**: Second annual reunion will be held on 10 June 1950 at the Hotel New Yorker, New York City. Persons interested should get in touch with Louis Koch, 719 Grand Ave., North Bergen, N. J.

• **52nd Seabees**: The third annual reunion of officers and enlisted men of the 52nd Construction Battalion will be held in Dallas, Tex., at the Adolphus Hotel on 4, 5 and 6 August. For added information, write R. R. Struve, Abernathy, Tex.

• **Composite Squadron VC-41**: All personnel assigned to this squadron in training or on board *uss Corregidor* may obtain copies of the annual squadron letter and information on a reunion by writing Dick Helm, 701 N. Wayne St., Arlington, Va.

• **Utility Squadron VJ-17**: Vic Mazzotta of 442 Ridge Ave., New Kensington, Pa., is interested in helping arrange a reunion of this squadron. Place and date to be decided.

• **uss Savannah (CL 42)**: A committee is completing plans for a reunion of all crew members of this ship. For information, write Francis E. Geis, Chief Metalsmith, USNR, 58 Martin Terrace, Woodridge, N. J.

• **VPB-52**: Arrangements are being made for a reunion in Cleveland, Ohio, on 3 and 4 July, at Hotel Statler. Former members of this squadron may obtain additional information by writing Herbert McPike, 128 Grove St., Chelsea 50, Mass.

• **uss Decker (DE 47)**: All former personnel of this ship who are interested in a reunion should contact Henry J. O'Hara, 941 East Broadway, Stratford, Conn.

• **uss Henrico (APA 45)**: The third annual reunion of former officers and enlisted men of this ship is scheduled for the near future, with time and place to be announced. For information, write to Joseph Chiarini, 1721 76th St., Brooklyn 14, N. Y.

• **uss Helm (DD 388)**: Former crew members of this ship who are interested in holding a reunion should contact Lieutenant James R. Ford, P.O. Box 283, Owenton, Ky.

Tablet Helps You Become an Old Salt

THOSE long-suffering sailors — the men who do their daily work deep in the insides of a fighting ship amidst a maze of snorting valves and puffing boilers — can take heart from a new development in the field of preventive medicine.

A new salt tablet is now available that will do away with those occasional cases of heat cramps and that old tired-out feeling, maladies that have long been accepted as occupational hazards of engine room duty.

Best news of all is this: you don't have to worry about feeling sick to your stomach after you take this new pill.

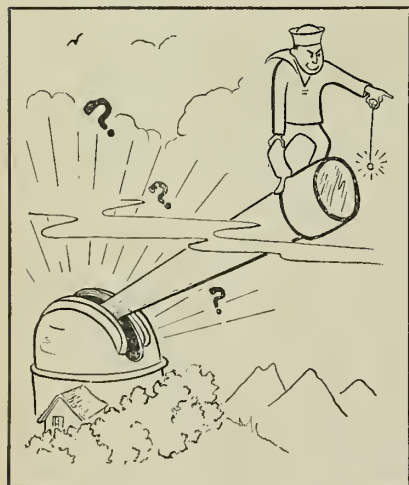
This last little wrinkle — the complete digestability of the new salt tablet — shows bright promise of banishing forever the bogey of heat fatigue from the simmering platforms of the engine room spaces.

Up to now, the use of salt in various forms to combat the threat of heat fatigue has been well known. The trick was to design a tablet that would be tasty to the tongue but at the same time friendly to the stomach. The stomach, it will be seen, presented the greater problem.

The Navy has long recognized three different forms of heat sickness:

- Heat cramps — Painful contractions of the muscles of the legs, arms and stomach caused by the depletion of sodium chloride (salt) in the body due to excessive perspiration.

- Heat exhaustion — Caused by failure of circulation of blood in the small blood vessels.



'... development of a new salt tablet was a challenge to researchers ...'



'... Army men refused to take tablets in North African campaign ...'

- Heat stroke — The most serious of the three. It results from a derangement of the heat-regulating center of the brain and can cause death.

Heat cramps do not end fatally but they can lead to heat exhaustion or to heat stroke. Immediately following Pearl Harbor, fighting ships had to be tightly "buttoned up" and certain ports sealed to improve watertight integrity. Doctors immediately reported a jump in the number of cases of heat cramps due to the resulting decrease in effective circulation of air throughout the ship.

Heat stroke is more serious than heat cramps or heat exhaustion. Contrary to popular opinion, heat stroke is no respecter of age. Otherwise healthy persons, no matter what their age, can fall victims to heat stroke. It is especially likely to hit those who work hard physically while exposed to great heat.

When the U. S. Army invaded North Africa in 1942, it ran smack into Old Man Heat. The soldiers, hard at it all day under the broiling sun, found they couldn't take it. Many of them suddenly found themselves getting very tired and sometimes they fainted.

The Army had salt tablets along during the North African campaign but many men refused to take them because their stomachs would become upset. As a result, they got too little salt to combat the constant heat.

The alarming rise in heat exhaustion cases in North Africa raised a

clamor for a salt tablet that would effectively replace the salt lost from the body through excessive perspiration and which would stay down once a man swallowed it.

Navy biological research specialists were called into the picture. Here, they were told, was what they had to develop. A salt tablet was needed which —

- Would not cause vomiting or nausea.
- Would do its work within a few hours.
- Would not leave a bad taste in the mouth.
- Could withstand the roughest handling and could be stored for many weeks in a battle zone without deteriorating.

The problem presented no easy task. Salt would turn the trick, that they knew. Salt had been experimented with for 50 years in various forms. It had been given to heat patients in pills, through injections into the veins, through injections under the skin and dissolved in water.

Salted candy had been offered to sweating steel workers to coax them into taking their required daily dose. The workers ignored the concoction. Salted drinking water had also been tried. Workers ignored that too. What's more, workers did not like the salt tablet given them either. It caused too many stomach upsets.

Shortly after the Navy turned the task over to its research people, it was discovered that the basic approach to the salt tablet problem had been



'... Navy volunteers were given the salt tablets at regular intervals ...'

wrong. One of several forms of salt tablets then in use in the armed services and in industry was the cornstarch-salt tablet. The advantage attributed to this tablet was that when swallowed, it disintegrated at once and dissolved in a very short time.

The idea was that the faster the pill dissolved the less irritation the concentrated salt would have on the lining of the throat and stomach. In reality, they found, this was no advantage at all; in fact it was a severe handicap. If the pill was made to dissolve *slowly* it caused less irritation and was more apt to be assimilated by the salt-depleted individual.

To prove the point, 60 men were rounded up at the Naval Medical Research Institute at Bethesda, Md. Each man swallowed several cornstarch-salt tablets at carefully timed intervals. Fully half the men either vomited or became queasy in the stomach.

Having once concluded that slowness in dissolving rather than speed was the key to a successful salt tablet, Navy researchers set about to slow down the dissolving rate.

This was not as simple as it may sound. For salt, dropped into the human stomach, spreads quickly like cream in a cup of coffee.

After several fruitless months in the laboratory trying out new ideas, however, one scientist hit upon the answer. Why not make a pill like a miniature honeycomb of plastic cells, each tiny cell containing a salt crystal, to be released one at a time in a sort of a chain reaction?

That sounded fine except for one thing: the honeycomb substance must not be poisonous to the body. More

experiments followed. Finally, two substances were found that were completely indigestible and therefore would go right through the body and create no reaction.

One of the two, cellulose acetate (cellophane is mostly cellulose acetate), was chosen and soon a "cellulose acetate impregnated salt tablet" was stamped out in the laboratory. Now the tests could begin. Each new medical item issued to the Fleet must undergo rigorous and comprehensive tests of all kinds before an order for the new item can be placed and the order distributed for use in the Fleet.

The first test of the "impregnated salt tablet," as it came to be called, was run on 15 volunteers taken from the same group at the Naval Medical Research Institute. The 15 were all known to be "salt sensitive" as proved in the first test with the cornstarch-salt tablet.

In this test, each volunteer was given one tablet an hour for eight straight hours. One of the 15 became nauseated after taking the last pill but not one of the remaining 14 reported any ill effects whatever.

Encouraged, the research men now took their tablet and went aboard a ship. They chose *uss Franklin* (CV 13). *Franklin* at this time was on her shakedown cruise in a good hot climate — near Trinidad in the Caribbean.

Here, they agreed, was a hot enough spot to give their "anti-indigestion" pill a real run for the money. Without hesitation, the researchers picked for the test 143 sailors who worked in the hottest part of the ship — the engine room. Of the 143, 48 had regularly become sick when they took the cornstarch-salt tablets.

The experiment ran for five sweltering days. During that time, each man swallowed 15 tablets and went about his usual tasks in the withering heat of the boiler, generator or engine room.

On the final day, *not one man* had become nauseated. What's more, many said they wouldn't mind taking the pill several times a day if that would help relieve the heat. The test was pronounced a complete success.

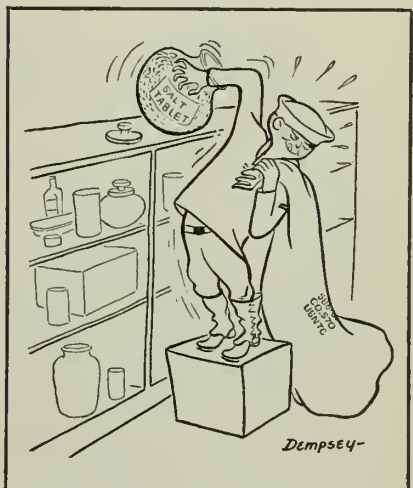
Hereafter, there will be good reason to call a sailor an old salt, because the experienced sailor will make sure he gets his daily dose of it if he is going to play nursemaid to a broken down evaporator at 140 degrees in the shade.



'... why not make pill like a miniature honeycomb of tiny plastic cells? ...'



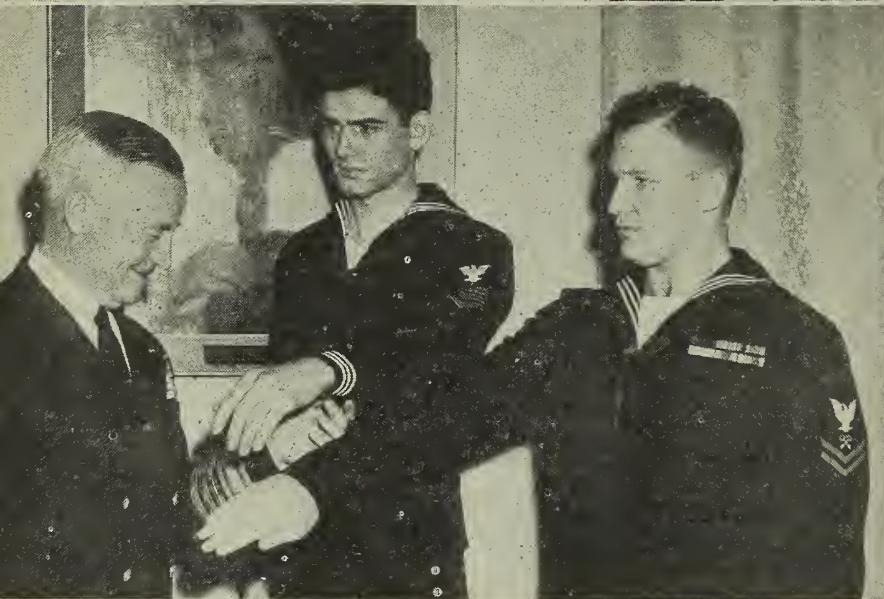
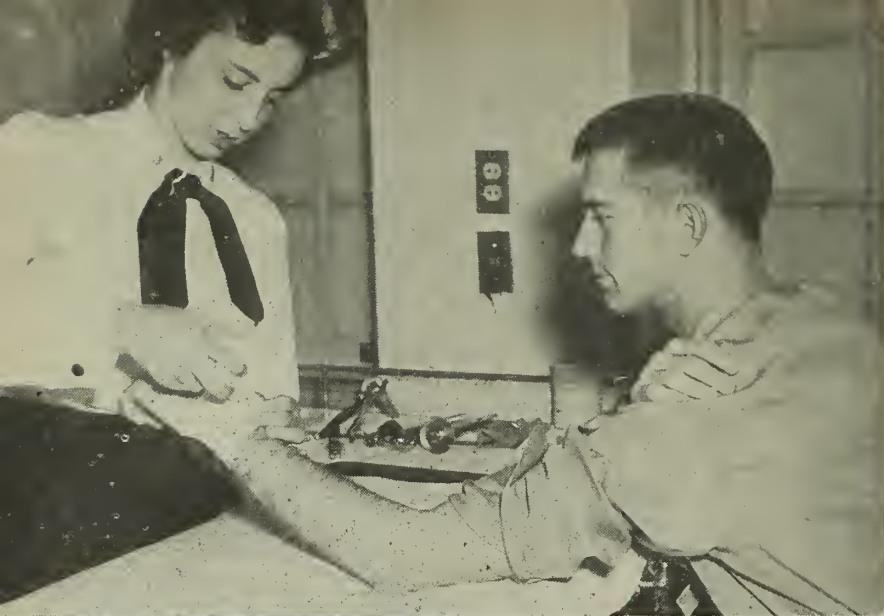
'... pleasant methods of administering the pills had to be devised ...'



'... hereafter there will be another reason to call a sailor an old salt ...'



'... the trick was to design a tablet that would be tasty to the tongue ...'



TODAY'S NAVY

Ships and Stations to Be Viewed by Public As U. S. Observes First Armed Forces Day

The nation will celebrate its first Armed Forces Day on 20 May. Armed Forces Day replaces separate celebrations formerly held by each service.

As flags flutter from the masthead of "dressed ships" and parades wind their colorful way down Main Street, U. S. citizens will turn out to inspect their Army, Navy and Air Force.

In order to familiarize the public with the state of the nation's defenses, "Open House" will be held at many Army posts, Air Force fields and on board Navy ships. Much of the latest equipment in modern warfare will be put on display by soldiers, sailors and airmen.

Special attention will be focused upon the Armed Forces throughout the week of 14-20 May, "National

Defense Week." Radio and television stations will broadcast special shows. Newspapers will print feature stories on the services.

Service chaplains have been invited to preach to congregations from many of the country's pulpits. Schools and universities will contribute educational programs.

Servicemen of all the services will march side by side with civic and patriotic organizations, veterans groups and Reserve units. The use of military equipment in parades has been authorized for the occasion.

The celebration of Armed Forces Day will also include speeches by the President, top-ranking defense secretaries and high military officers. President Harry S. Truman and Secretary of Defense Louis Johnson will address the nation from Washington. More than 30 generals and admirals will appear on speaker's platforms across the country.

Plans for the Navy's ships follow much the same pattern as they have for previous Navy Day celebrations. Most ships operating from coast ports will return for the occasion. Ships will be put in tip-top shape and open house will be held in whatever port the ships are assigned.

Ships have been assigned to all major ports on the Atlantic, Pacific and Gulf coasts. In addition, smaller ships such as destroyers and landing craft will venture up rivers to appear at several inland cities.



← The Navy in Pictures

FLAGSHIP on Reserve-Sea Scout cruise, USS Colahan is berthed at Treasure Island on return trip from Hawaii (top right). Top left: LCDR Bernice R. Walters holds distinction of being first woman doctor ordered to duty aboard Navy ship—the hospital ship *Consolation*. Left center: ADM Forrest P. Sherman, CNO, compares old and new dress blue uniform. Bottom left: Navy doctor, LTJG George McNeilly, waits with family to emplane for Tinian Island where he will be volunteer OinC of the leper colony. Lower right: Rugged foursome symbolizes the 'Teamed for Defense' spirit of Armed Forces Day, 20 May.

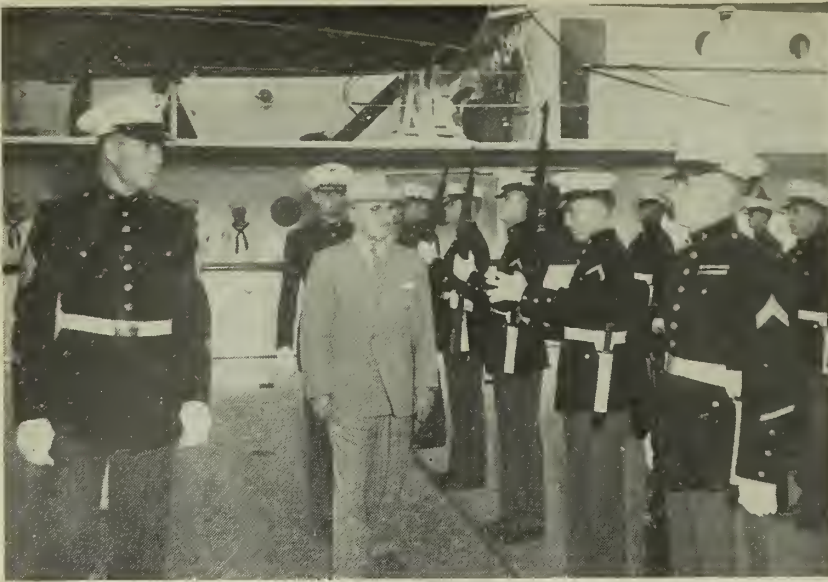
YESTERDAY'S NAVY



USS KEARSARGE sank the raider ALBATROSS 19 June 1864. Constructor Hobson attempted to close harbor of Santiago 3 June 1898. U. S. and Jap fleets met in combat in Pacific between Marianas-Philippines 18 June '44.

JUNE 1950

SUN	MON	TUE	WED	THU	FRI	SAT
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4	5	6	7	8	9	10
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18	19	20	21	22	23	24
25	26	27	28	29	30	



HONOR GUARD of U. S. Marines is inspected by President Truman on his arrival in Key West, Florida. USS *Williamsburg* is in the background.

Highly Successful Cruise

It was hailed as the largest peacetime movement of Naval Reservists from an inland city ever staged. Ten Pullman cars were required to transport the 246 members of Organized Surface Brigade 9-2 who participated. The Navy added a fifth destroyer to the four waiting at New Orleans.

The mass migration of Reservists stemmed from Indianapolis, headquarters of Organized Surface Brigade 9-2. Hometown people gave the part-time sailors a rousing send-off, complete with band music at the railroad station.

In New Orleans the Hoosiers moved aboard the five destroyers making up DesDiv 122. There they were joined by the governor of Indiana and 12 other distinguished Indiana citizens, all of whom had come down from Indianapolis by air. The governor and his party made a conducted tour of the division's flagship. After that, they remained aboard for the first hour and a half of the journey to the Gulf of Mexico.

Fourteen days of training at sea was lightened by liberty in Key West, Fla., and in Panama. A special train was provided in Panama to take the Reservists to the Pacific side of the Isthmus to round out their sightseeing in that area. Exercises at sea included drills, battle problems, torpedo runs, firing practice, fueling at sea, and ship handling. A brisk, steady wind kicked the Caribbean

into bounding whitecaps throughout the period.

Two Indianapolis newspapers sent top-flight feature writers along on the cruise. These reporters sent back daily news releases by radio to keep the folks at home informed of events involving the reserve sailors. A 9th Naval District photographer provided pictures.

The training cruise was considered highly successful. There were many comments about the advantages of having men from a specific area serving together in such a cruise.

Portrex Called 'Terrific Show'

The joint Navy, Army, Marine Corps and Air Force airborne-amphibious maneuver known as Portrex is over, and most of the 80,000 men involved are back at home bases. A post-maneuver liberty period scattered the 40 ships to 13 Caribbean ports for a three-day recreation stop before they headed home.

Outstanding throughout the operation was the performance of Navy F9F *Panther* jet planes. Of the 23 assigned to the operation, 22 were still flying as the maneuver came to a close. Availability of these planes throughout was 75 to 90 per cent. Also highly praised was the performance of the Navy's F4U *Corsair* night fighters and the good radar early warning given by Navy converted radar-equipped B-17s. Formation flying of C-52 troop planes which dropped a battalion of the Army 82nd Airborne Division on D-day fascinated observers.

The operation wound up with a day of ground attack, supported by air strikes. Sixty-eight carrier planes and 36 AF jet fighters pounded the "contact area" some distance in from the beach while men and machines advanced on the ground. Theoretical softening-up of beach-heads was done by the guns of combat ships, since it was computed that more fire power could be brought to bear by that means than by the planes on hand.

When the maneuver ended, in-



STREAMING homeward bound pennant, USS *Columbus* is greeted on entrance into New York harbor by helicopters and blimp from NAS Lakehurst.

vading forces had put ashore more than 15,000 men, 35,000 tons of cargo and 1,600 vehicles in less than three days.

Operation Portrex, slightly more than two weeks in length, had more than one moment of genuine peril for some of the men involved. Early in the game, a Navy PBM flying boat had to be ditched in the Atlantic when both its engines failed. The plane had been in search of invading forces, some 300 miles north of Haiti. Two Navy surface vessels rescued the PBM crew shortly after their forced descent. Sixty-two men were injured in some degree in parachute jumps — none seriously — during airborne invasion of Vieques.

Defenders of the island, also American personnel in training, came in for some hearty compliments by observers. Their beach defenses, on which 2,000 men worked for 35 days, was a terrifying network of steel cable, fallen trees, heavy armor plating and deep ditches. Even after holes were blown in the barricade with dynamite, infantrymen found it hard going to work their way through.

The defenders, considered the "enemy," were equipped with submarines and planes, but not with surface craft. Both sides "lost" many vessels in the pre-invasion action.

Operation Portrex was described as a terrific show by many observers. For those who took part, it was more a school than a show.

Woman Doctor to Sea

The first woman doctor to be ordered to sea duty by the Navy will report aboard ship late this summer.

LCDR Bernice R. Walters, MCR, is the lady medico's name. The hospital ship *USS Consolation* (AH 15) will be her assignment. Dr. Walters received her commission in the Naval Reserve in June 1943. She served at several stations in the eastern U. S. during World War II. Although released from active duty in 1946, she again volunteered for active duty. She has been serving at Naval Hospital, Pensacola, Fla., since July 1948.

Dr. Walters holds a private pilot's license, and has served as medical officer of a civilian air patrol squadron.

Although this will be the first occasion of a woman doctor serving aboard a Navy ship, nurses have been assigned to hospital ships for many years.

Self-Education Is This Chief's Hobby

For a man who left school in the eighth grade, the chief has done right well by himself. Matter of fact, his accomplishments wouldn't be out of place in a Who's Who:

Karl Anderson, ADC, USN. Member, Institute of Aeronautical Sciences. Member, Society of Motion Picture Engineers. Member, Optical Society of America. Member, American Institute of Physics.

A good self-education was the goal early set for himself, and Chief Anderson has stuck with it consistently. He had help and opportunities from the Navy, like everyone else has, but by and large he was helped most by helping himself, giving up leave time to study and poring over books during the night hours.

Now mathematics instructor for a class of ADs and AMs at the Naval Air Technical Training Center, Memphis, Tenn., Chief Anderson is still at work during off-hours piling up education credits leading to a college degree. At present he's enrolled during off-duty time in nine quarter-hours at the University of Tennessee extension division in Memphis.

Chief Anderson joined the Navy in Opalocka, Fla., in 1933. By that time he had already studied almost enough for his high school diploma by studying while knocking around with a local orchestra.

His first four years in the Navy saw the chief come up with certificates in Automotive Electricity and Diesel Mechanics, in addition to a Class 'C' communications license.

Transferred to the Naval Air Reserve Station in Atlanta, Ga., he enrolled immediately in a Vocational Training Program for defense workers. This program helped him increase his proficiency rating by instruction in Aircraft Drafting, Blueprint Reading, and Shop Mathematics.

By the time his reenlistment leave was at hand in the summer of 1941,

Chief Anderson was looking around for some kind of instruction in carburation. There was none in the vicinity, so he took his leave to attend the Carter Carburetor Factory Service School in St. Louis, Mo. Naval aircraft carburetors give him no trouble any more, and the chief considers this training to have repaid his investment for travel and enrollment "at least a thousand-fold."

Back at NAS Atlanta, he enrolled in the Aeronautical Engineering course given by the Georgia Institute of Technology, and during the next four semesters he completed every course leading to a B.S. degree in that subject. Then, to enable him to continue his studies as a regular day student, he transferred to the night shift of the base's A and R department.

Even on sea duty, when it came, Chief Anderson was able to continue his studies. Attached briefly to NAS San Juan, P. R., he took advantage of the time to enroll in an off-duty course in Conversational Spanish. When reenlistment leave came again in 1946, he used the newly learned language while taking instruction at the University of Puerto Rico's College of Mechanical Engineering during the leave.

In 1948 Chief Anderson had a request approved for shore duty and, through a good deal of luck, found himself near enough the University of Georgia to enroll as a senior in the college of Aeronautical Engineering.

In addition to his college studies, Anderson has completed the Navy's Gas Producer, Advanced Aviation Machinist's Mate, and Naval Air Technical Training Center training schools.

At present he's studying Psychology and Business Law four nights a week, a course offered by the University of Tennessee extension program to NAS and NATTC personnel at Memphis.

Over the week ends, though, the chief has time for recreation. Holding licenses as private pilot and aircraft mechanic, Chief Anderson has his own plane which he flies over the week end. And he's nearing that bachelor of science degree in between flying and duty time.



Chief Anderson



INJURED merchant seaman is transferred to whaleboat from SS *Rena* to USS *Serrano* (ATF 112) for the voyage to Adak where he was hospitalized.

Navy Answers Merchantman's Call for Help

Rough weather and heavy seas offer small deterrent to Navy doctors and boat crews on a mission of mercy.

Last December in stormy weather off the Alaskan coast, Juan Tomas Moldanado, merchant seaman aboard ss *Rena* of Panama registry, fell into the hold of the ship, suffering head lacerations, severe bruises and shock. With no doctor aboard and the extent of Moldanado's injuries undetermined, *Rena* radioed the Naval Operating Base at Adak for help.

Six minutes after midnight on 17 Dec uss *Serrano* (ATF 112), with CDR George M. Lynch of the Medical Corps on board, left Adak to rendezvous with *Rena* about 90 miles south.

At 0900 next morning in a 12 to 18-knot wind and a heavy sea, CDR Lynch clambered up 25 feet of swaying Jacob's ladder to reach the injured man's side. After treating Moldanado, the doctor returned to the whaleboat, and the seaman was lowered from *Rena* in a Stoke stretcher and taken to *Serrano*.

Moldanado was much improved upon reaching Adak that night, where he was transported by ambulance to the USAF station hospital. Within a week he was able to travel.

Later this grateful message was received by *Serrano*:

SS *RENA* MASTER OFFICERS
AND CREW SEND THEIR PROFOUND
THANKS TO COMMANDER DOCTOR
AND CREW USS *SERRANO* FOR
ANSWERING OUR CALL FOR HELP

Leave in the Philippines

Enlisted personnel who are citizens of the Philippine Republic or are naturalized U. S. citizens of Philippine extraction have been able to obtain leave in their homeland upon completing a tour of duty in the western Pacific or upon reenlisting immediately on board. A new ruling makes an exception of those who have agreed to extend their enlistment for a specific duty assignment and, having been so assigned, reenlist instead of extending.

Current regulations regarding

leave of naval personnel in the Philippines are contained in BuPers Circ. Ltr. 37-50 (NDB, 31 Mar 1950). Aside from the exception just mentioned, these regulations are much the same as those previously in effect. There are, however, some changes regarding reassigning reenlistees and concerning reports to be made by Commander, U.S. Naval Forces, Philippines.

Administrative personnel who are concerned with leave of Filipino personnel in the Philippine Republic should read BuPers Circ. Ltr. 37-50.

Every Beach a Byway

A method of changing a sandy beach into a hard-surfaced highway at the rate of 720 feet per minute has been developed by the Bureau of Yards and Docks, in cooperation with a Princeton University scientist.

The process involves making a single run over the sand with ordinary road building equipment. Sand is mixed with chemicals and within two hours hardens into a paved surface which can support a jeep. After 24 hours, trucks loaded to a gross tonnage of 13 and one-half tons may make repeated runs over the new highway without damaging its surface.

The new high-speed method was developed at the request of the Marine Corps, and is aimed at reducing heavy loss of life in any future landings on enemy beaches. Chemically, the process involves the low-temperature condensation and polymerization of two liquids through the introduction of a catalytic agent, which speeds up the chemical reaction. This mixing and densification takes place while the road building equipment is on the move.

Actually, the time necessary for the road to harden sufficiently to support heavy equipment could be reduced by using a different catalytic agent that would produce a faster chemical reaction. The material used in the test was chosen because it is plentiful, costs less than 16 cents a pound and was most effective with available, ordinary road building equipment.

Tests of the process are continuing with various types of sand so that it may be used on all kinds of beaches.

One of the knotty problems connected with amphibious landings during World War II was that of getting heavy equipment across spongy beach sand. Tires mired in and cut deep ruts in the sand, stalling equipment. Two amphibious vehicles — the amphibious tractor and the DUKW — were designed to overcome these difficulties, and were partially successful. The DUKW has special tires which can be partially deflated from the driver's seat for greater traction, then automatically reinflated when back on hard ground. But even equipment with sufficient traction to plow through the soft, mushy earth was slowed down, greatly increasing the time required to get supplies ashore. The newly-developed method of hard-surface construction should overcome many of these obstacles.

Flight Simulator

Thanks to a brand new, almost human machine, the Navy can now tell many things about a proposed guided missile or aircraft before the missile or aircraft has even been built.

With the help of this ingenious device — which engineers have given the dispassionate name of a "flight simulator" — Navy research men are able to "fly" a new missile or plane before its proposed design has been lifted from the drawing board.

No, this isn't magic. Its merely a further logical development of the computers that were developed during World War II and which were installed on fighting ships to position the ship's guns automatically.

Here, roughly, is how the flight simulator does its work. First, a whole set of characteristics of the new missile are gathered together — characteristics such as weight, velocity altitude and wing span.

Next, various values (such as 1, 2, 3, 4) are given to each of these characteristics. Limits of these values have been previously obtained by scientists working with small scale models of the new missile in wind tunnels and on gimbal tables.

Finally, groups of these values are fed into the new machine as "questions." The machine then goes to work on the questions, and in few seconds it spews out an "answer" on a special recording tape.

The flight simulator, one of several types of such high-speed mathematical machines, adds, multiplies, integrates and subtracts at almost unbelievable speed. For example, a computation which would take an able operator 100 hours to carry to completion by hand can be handled by the simulator in 10 seconds, and much more elaborate problems can be handled in a matter of a few minutes.

The machine is a combination of intricate electronic and mechanical equipment. With its control equipment it occupies a large part of a laboratory room at the Massachusetts Institute of Technology in Boston, Mass.

It is the result of a cooperative project involving more than 50 engineers and nearly three years' work. The simulator was built under a Bureau of Ordnance contract.

"The fundamental purpose of this machine is to permit the development of high-speed missiles and air-



PIPED ASHORE for transfer to the Fleet Reserve, Floyd F. Klitzke, BMC, reviews his shipmates at the Mare Island Naval Shipyard for the last time.

Ceremony Attends Chief's Retirement

If anybody was cheering when Chief Boatswain's Mate Floyd F. Klitzke was "piped ashore" for transfer to the Fleet Reserve, it wasn't the chief himself. He had been looking forward to that event for a long time, but now that the day had arrived, he sort of wished he was sticking around for awhile longer.

It had been a long time at that — 23 years, all told. And all but the last three of those years had been served aboard ship. Some of the ships he had served in were among the most famous in the Navy — the battleships *uss California* (BB 44), *uss Alabama* (BB 60) and *uss Nevada* (BB 36), for instance. Klitzke was on board *California* on Pearl Harbor Day, and on board *Nevada* when she went to Bikini for the atom bomb test.

They gave him a nice send-off at the Mare Island Naval Shipyard on the day when he left for the Fleet Reserve. There were 80 sailors on

hand from the Ship Movements Office, where the chief had been stationed. All the civilian yard pilots were there, and eight CPOs were prepared to serve as sideboys at the end of the ceremonies. A letter of commendation was read and presented to the chief while the shipyard's CO and administrative officer looked on approvingly.

Climax of the rites occurred when Klitzke passed between the two rows of side boys, returning the eight simultaneous salutes. The chief boatswain's mate who was to take over Klitzke's job in the port director's office sounded the traditional call on his boatswain's pipe.

The chief had been as closely associated with ships during his only tour of shore duty as before. His duties at the shipyard involved scheduling tug operations, moving and docking ships at Mare Island, and coordinating shipping to Stockton, Sacramento and other points.

craft with a reduction in the time, expense and number of conventional flight tests," according to Dr. Albert C. Hall, director of the M.I.T. laboratory.

These savings will be possible, Dr. Hall says, because by taking the results of questions fed into the flight simulator, engineers may make simple adjustments to scale models

until the desired results are obtained. These changes can then be incorporated into the plan for the missile or plane before it is constructed.

According to BuOrd experts, application of the new simulator could also save test pilots many hours of flying time since the machine will be able to correct many errors in design before they are built into an aircraft.



BEAUTEOUS 'Rusty' Russell checks in NavCad D. P. Lindquist—a former SN, at NAS Corpus Christi, Tex.

Flag Rank Orders

Flag rank orders for last month:

Vice Admiral Harry W. Hill, USN, Chairman General Board, Navy Department, ordered as Superintendent, U. S. Naval Academy and Commandant Severn River Naval Command.

Vice Admiral Arthur D. Struble, USN, Deputy Chief of Naval Operations (Operations), Navy Department, ordered as Commander Seventh Fleet.

Rear Admiral William K. Harrill, (AV), USN, Chief of Staff and Deputy USN Representative, Military Staff Committee, United Nations, ordered as Member, General Board, Washington, D. C.

Rear Admiral Grover C. Klein, (EDO), USN, Assistant Chief, Bureau of Ships for Naval Shipyards, Navy Department, ordered as Bureau of Ships Inspector for the West Coast, San Francisco, California.

Rear Admiral Clifton A. F. Sprague, (AV), USN, Commander Naval Air Bases 11th and 12th Naval Districts, ordered as Commandant 17th Naval District.

Rear Admiral James L. Holloway, Jr., USN, Superintendent, U. S. Naval Academy, Annapolis, Md., ordered as Commander Cruiser Task Force, Atlantic Fleet.

Rear Admiral Wallace R. Dowd (EDO), USN, ordered to the Bureau of Ships, Navy Department, for duty.

Rear Admiral Richard F. Whitehead, (AV), USN, ordered to Navy

Department Management Survey, Office of the Under Secretary of Navy.

Rear Admiral George C. Crawford, USN, Commander Naval Base, Los Angeles, Calif., ordered as Commander Naval Base, Norfolk.

Rear Admiral John M. Hoskins, (AV), USN, ordered as Commander Carrier Division Three.

Rear Admiral Clarence E. Olsen, USN, ordered to Navy Department Management Survey, Office of Under Secretary of Navy.

Rear Admiral Frank Akers (AV), USN, Commander Carrier Division 15, ordered as Chief of Staff and Aide to Commander Air Force, Atlantic.

Rear Admiral John Harper, (MC), USN, District Medical Officer, 13th Naval District, Seattle, ordered as District Medical Officer, 3rd Naval District.

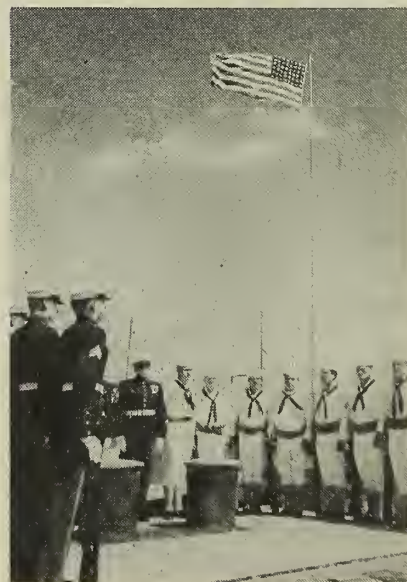
Rear Admiral Joel T. Boone, (MC), USN, ordered to Bureau of Medicine and Surgery, Navy Department for temporary duty.

Rear Admiral Clarence J. Brown, (MC), USN, Office of the Secretary of Defense for duty.

Aviation Anniversary

Naval aviation is 39 years old this month.

With jets zooming 15,000 feet per minute and P2V-2 *Neptunes* spanning the Atlantic in three-fourths of a day, the Navy's fly boys have come a long way since 8 May 1911.



ENSIGN is raised over half-sunken hulk of ex-USS *Arizona* for the first time since attack on Pearl Harbor.



SWABBING deck of the model carrier USS *North Island* is her barefooted 'skipper' A. O. Culp, AOC.

On that date the Navy let its first contracts for aircraft, one for two canvas-and-wood landplanes, the other for its first hydroplane, a craft with wheels retractable alongside its pontoons.

Longest Continuous Service

The man believed to have the longest period of continuous active service in the Navy is CAPT Albert S. Freedman, SC, USN (Ret), on the job since 1898. He is on duty at the Naval Training Center, San Diego.

On 29 Oct 1898, more than a half-century ago, CAPT Freedman entered the Navy as apprentice third class. Within two years he was CPO, within 10 years PCLK.

His first duty afloat was aboard the wooden-hulled sloop *Alliance*. Among other vessels in which he served were *Pine Island*, *New Orleans*, *Philadelphia*, *Boston*, *Albany*, *Northern Pacific* and *Virginia*.

During the Boxer Rebellion in China he was in the march from Taku to Peking. Serving through two World Wars, he was district disbursing officer at Pearl Harbor when the Japs struck in 1941. Afterward he assisted in the building and commissioning of NTS Bainbridge.



CAPT Freedman

Training During Summer

Plenty of activity involving midshipman training — for both Naval Academy and NROTC men — is scheduled for this summer. Approximately 6,000 midshipmen of the Naval Reserve Officers' Training Corps, in addition to 2,600 Academy midshipmen, will receive diversified training.

In the Atlantic, NROTC training will be combined with the Naval Academy summer cruises, scheduled to leave Hampton Roads on 4 June and 23 July. More than 1,300 NROTC students will take part in these cruises, along with the Academy midshipmen. Ships and itinerary for these cruises were not named when this was written.

All in all, the summer training will range from submarine training to aviation indoctrination — from amphibious landings to battle problems on the high seas. A new feature will be the training of many NROTC seniors as "junior officers" under instruction in operating the ships.

The NROTC program is designed to supplement the U. S. Naval Academy in producing career officers for the Navy and Marine Corps and keep young, well trained officers flowing into the Reserves. Regular NROTC students are required to take two summer cruises and one summer period of indoctrination in aviation and amphibious training. Requirements are somewhat different for "contract" NROTC students, who are commissioned in the Naval Reserve instead of in the Regular Navy upon graduation. Regular NROTC students are capable of serving side by side with Naval Academy graduates in the Fleet after graduation.

NROTC instruction is given at 52 colleges and universities in the U. S. NROTC midshipmen who will be given training this summer are members of the sophomore, junior and senior groups at these colleges. All the NROTC juniors will receive four weeks of aviation indoctrination at Pensacola, Fla., and two weeks' amphibious training at Little Creek, Va. These midshipmen will be divided into two groups. The first group will report to Pensacola on 26 June and to Little Creek on 24 July. The second will report to Little Creek on 10 July and to Pensacola on 24 July. The second group consists mostly of midshipmen from western schools.

On the Pacific coast, 940 NROTC



PROJECTILE of the type used to protect shores of U. S. during World War I was removed from Spanish fort by Pensacola bomb disposal squad.

Bomb Disposal Squad Proves It's No Dud

Navy bomb disposal squads are often called upon to do peculiar jobs.

One squad from Pensacola, Fla., traveled to Mobile Point, Ala., to remove an old shell which had been unearthed in a moldering Spanish fort.

Although the moss-covered fort itself probably dates back to early times, the big, 1600-pound shell was only as old as World War I — much to the disappointment of the breath-

less Alabamans who were busy restoring the fort when they stumbled across the projectile.

The shell is the type used by coast artillery guns that protected U. S. shores during World War II.

After seeing that the fuse was removed and the charge was inert, the disposal crew took the rusty old shell back with them to Pensacola — but not for a keepsake. It was later dumped into the Atlantic Ocean in 500 fathoms of water.

seniors and sophomores will sail aboard the heavy cruiser *uss Saint Paul* (CA 73), the aircraft carrier *uss Badoeng Strait* (CVE 116) and four destroyers. They are scheduled to leave San Francisco on 19 June and to stop at Pearl Harbor, San Diego and the San Clemente Island operating area before returning to San Francisco. Return to San Francisco is slated for 30 July.

These midshipmen will receive antisubmarine training en route, as well as instruction in gunnery and tactics. They will witness air operations, and at San Diego the seniors will be given submarine indoctrination.

Altogether, 30 ships in the Pacific and an equal number in the Atlantic will take part in this summer's midshipman training. In addition, junior officer training will be given aboard ships of the Point Barrow Relief Ex-

pedition, which sails to northern Alaska each summer with supplies. Aboard these ships, as in others where junior officer training will be given, midshipmen will have a taste of operations, gunnery and engineering. The date for departure on the Point Barrow trip is set at 5 July.

Two hundred and eighty contract NROTC seniors will report to the U. S. Naval Receiving Station, Norfolk, on 7 July. They are to depart two days later for a training cruise aboard the escort aircraft carrier *uss Mindoro* (CVE 120) and five destroyers. Regular NROTC seniors who have been designated as Marine Corps students will report to the Marine Corps Schools, Quantico, Va., for eight weeks' training. Contract Marine Corps students will receive three weeks' training there, beginning on 9 July.

Oldest Naval Reserve Unit?

A Naval Reserve unit at Richmond, Va., claims that it can trace its beginnings back to the rough-and-ready days of the original colony at Jamestown.

Battalion 5, which doesn't look at all historic in its modern new armory, says that actually its great-great-grandpappy was the "Virginia Naval Militia," a force of three sturdy, square-rigged sailing ships, that was organized in the early days of Jamestown to help protect the colony and bring in new settlers and supplies.

To back up its claim to fame as the direct descendant of this hardy out-

fit and as the oldest organized military unit in the U. S., Battalion 5 has assembled some interesting facts about its predecessor, the naval militia.

It seems that in 1611, Sir Thomas Dale was sent to Jamestown with 400 additional colonists to bolster the weakening settlement on the banks of the James River near what is now Norfolk. It was not before Jamestown needed aid.

Dale found that many of the original settlers who had courageously landed on the marshy peninsula four years before in 1607 had died of starvation or had been killed by unfriend-

ly Indians. Not only was there a lack of food and the constant danger, but the colonists had fallen to quarreling among themselves after their adventurous and capable leader, Captain John Smith, had left in 1609 to return to England.

No sooner had Sir Thomas set foot in the primitive little village of log huts and caves than he established martial law. He settled the quarrels with an iron fist. He published *Dale's Code* which in effect made him a dictator over the colonies.

Dale also set the colonists to raising corn and tobacco — corn to eat, tobacco to trade to the Indians. He helped expand the little village to higher ground where the hazards of disease and Indians would be lessened. He organized his three ships into the Naval Militia.

The three ships (their names are not recorded) weren't exactly men-o'-war. As a matter of fact the most they could muster for armament was a line of musketeers at each side of the deck that could spray the opposition with buckshot.

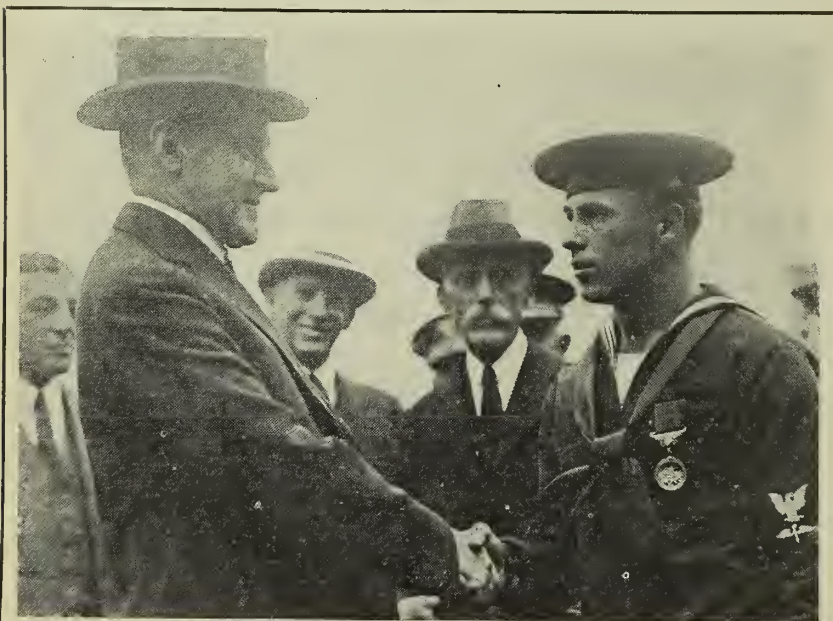
But the ships and their crews didn't lack for spirit. In 1611, they sailed to Maine where they took aboard a group of colonists and brought them back to Jamestown to further add to the colony's strength.

In 1613, they cruised once more up to Maine carrying a force of militiamen who stormed ashore like Marines to conquer several French settlements, claim the land for England and bring back a group of prisoners.

This small but gritty naval militia that Sir Thomas had organized went out of existence soon after this second Maine expedition, but it was revived again in different forms during the Civil War and the Spanish-American War.

In 1930, the Virginia Naval Militia was once again activated and the "First Company, Virginia Naval Militia" was formally incorporated into the Richmond Naval Reserve unit. The present Battalion 5 is directly descended from this prewar Naval Reserve outfit.

In 1611, the commanding officer of the Naval Militia held the title of "Admiral of Virginia." Lieutenant Commander Joseph F. Maher, Jr., USNR, the commanding officer of Battalion 5, claims no part of the title — but all of the tradition — of the historic, old militia. — LT Robert E. Steele III, USNR.



GOLD Life Saving Medal was presented to Rowland in 1925 by President Calvin Coolidge for rescue of fellow crewman from crashed F5L seaplane.

Distinguished Career Ended by Retirement

A Navy career extending over three decades and the terms of six presidents was brought to a close when LCDR Augustus Butler Rowland, USNR, retired after a last tour of duty at NAS Memphis.

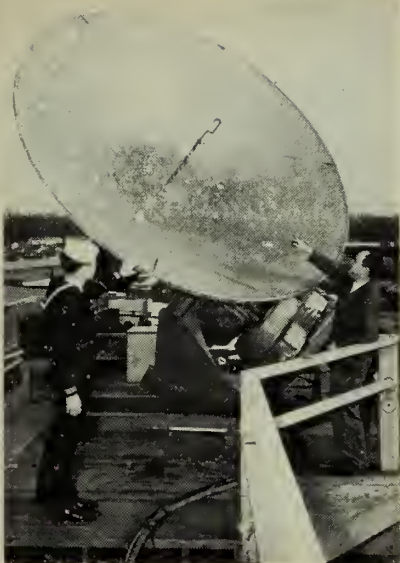
Enlisting 5 Aug 1919 from Texas, Rowland was soon rated an AD. On 17 Mar 1925 he was awarded the Gold Life Saving Medal by then President Calvin Coolidge in Washington, for action involving the rescue of a fellow crewman from an F5L seaplane which crashed in Pensacola Bay.

Rowland, suffering a fractured arm and ribs in the accident, also made vain efforts to free two more

mates trapped in the cockpit of the shattered and sunken plane.

Shortly thereafter Rowland was rated CPO and so served until October 1941 when he was commissioned to warrant rank. At the commencement of World War II he was attached to Advanced Base Aviation Training Unit, Task Force 24, then at Norfolk. He has served on the staff of Chief of Naval Air Technical Training for 50 months.

Civilian life begins at 49 for LCDR Rowland, father of a professional baseball-player son and three daughters, and four times a grandfather. He will return to San Antonio to enter business.



DISH ANTENNA, when installed, will enable Navy scientists to 'tune in' on radio waves from the sun.

Listening to the Sun

The oversize antenna you see here is not a new type of radar antenna — it is an antenna by which men "listen" to the sun.

By using this huge, shiny, aluminum dish and other shiny aluminum dishes like it, Navy scientists in their own quiet way are "eavesdropping" on the sun.

This isn't as crazy as it sounds. Our old friend the sun not only sends out millions of waves of heat and light to keep us warm and to light up the earth, it also radiates many high frequency radio waves.

In a cluttered penthouse laboratory near these big antennas, Navy research men sit hunched over a specially built electric panel, earphones clapped tightly to their heads, their eyes glued to a roll of graph paper on which a delicate silver stylus is tracing scraggly black lines.

While they sit there, listening and watching, the sun "talks" to them in weird "hisses" and "swishes."

"Often these noises sound like waves gently pounding on a seashore," says Dr. John P. Hagen of the Naval Research Laboratory, Washington, D. C., looking up slowly from his position in front of the electric panel.

"Then, at other times, when things really start acting up on the sun, there are great bursts of sound roaring to a high intensity, then slowly falling off," he says, his eyes return-

ing once again to the dials and lights before him.

From this constant listening in on the party line to the sun, the Navy hopes to learn about many things. It hopes to learn, for example, a lot more about magnetic storms.

Magnetic storms have always been a puzzle to seafaring men. When a ship runs into one of these magnetic storms, magnetic compasses on the ship swing crazily on their axes like a commission pennant in a bad wind, and radio sets start to crackle like a barnyard full of chickens as static all but wipes out any incoming messages.

The evidence points directly at Old Man Sun as the villain of these magnetic storms. Far from being a lamp, gently shining down from the sky, the sun actually is a seething, boiling, bubbling mass resembling the white-hot interior of a steel blast furnace.

Every once in a while, one of the scorching "bubbles" or jets of flame and gas that appear often on the "surface" of the sun, bursts, and a shower of energy in various forms is sent hurtling earthward. This energy reaches the earth in various forms — as ionized particles, and high frequency radio waves, as light waves and as ultra-violet waves. This shower of energy, scientists believe, somehow contributes to the characteristics of the magnetic storm.

To keep an ear on Old Man Sun and find out more about what he is up to, Dr. Hagen and his fellow scientists have rigged up their big antennas as "radio telescopes."

A regular telescope is mounted on the roof and pointed at the sun. Its action is tied to that of an antenna through a computer similar to computers that are used to automatically position the Navy's big guns. In this way, the antenna is kept always pointing in the same direction as the telescope.

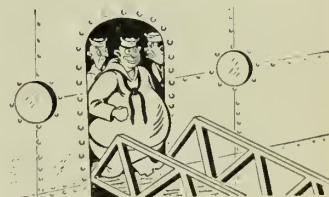
Up in the penthouse laboratory, the research men bend eagerly over the panel to see what the antenna is picking up. The graph recorder keeps track of each hiss and swish. Adding up all the hisses and all the swishes, and interpreting their meaning, the Navy gets important clues to what is going on on the sun.

There is plenty we don't yet know about our everyday friend the sun. By means of Dr. Hagen's experiment and others like it, we should learn a great deal more.

HERE'S YOUR NAVY

★ ★ ★

Certain objects related to mooring Navy ships and to getting aboard them and ashore from them are often confused in sailors' minds—at least as



far as names are concerned. *Gangways* are one. A *gangway*, the Bluejackets' Manual tells us, is only the opening in the ship's bulwark or rail through which the end of a gangplank extends.

★ ★ ★

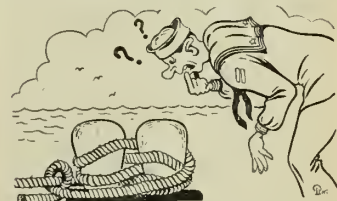
A *gangplank* is the portable walkway that leads from the pier to the ship. But if the *gangplank* is furnished by the people on the pier, it can be called a *brow*. A *brow* is likely to be



larger in every way than a *gangplank*. Something furnished by every well-equipped pier is a number of *bollards*. A *bollard* is a strong post of steel or wood set in the dock, pier or wharf, for securing mooring lines.

★ ★ ★

Aboard ship, mooring lines usually will be secured to *bitts*—pairs of strong steel posts built into a base plate or welded directly to the deck.



Sometimes a mooring line may be fastened to *cleats* at either or both ends, although aboard ship *cleats* are usually reserved for lighter work. Where *hausers* go over a ship's side, they are often led through *chocks*.

★ ★ ★

Brief news items about other branches of the armed services.

★ ★ ★

RECOGNIZING THE NEED for more trained men in the exacting field of guided missiles, the Army has increased its trainees by one battalion.

At the same time, the training program has been revised so that it now will produce a group of soldiers capable of helping scientists service-test the Army's newest guided missiles and capable also of forming the framework for any future operational guided missile fighting group.

Because of its dual purpose the training group is flexible. While the highly trained "third battalion" is out on the missiles range testing new weapons, the "first battalion" and "second battalion" will be training the men who will use them.

It will also be the job of the training group to formulate organization plans for future guided missile operational units. Headquarters of the new group will be Fort Bliss, Tex.

★ ★ ★

HOBBY SHOPS rate high in popularity at Army and Air Force bases.

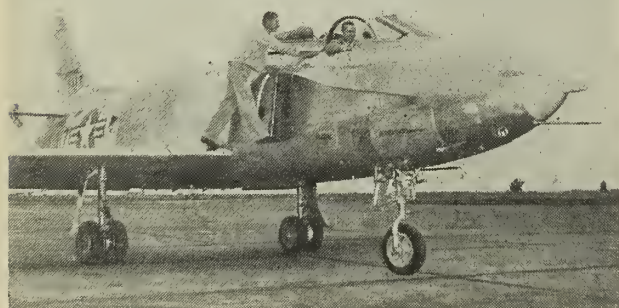
Most popular hobbies with the soldiers and airmen are: photography, radio operation and repair, and the crafts — crafts such as jewelry making, gem cutting, clay modeling, wood carving, linoleum block and silk printing, leather-working and carpentry.

Together, the Army and Air Force maintain "the largest hobby shop program ever undertaken by any organization." Hobby shops are prime off-duty hang-outs at just about every good-size base and air base in the U. S.

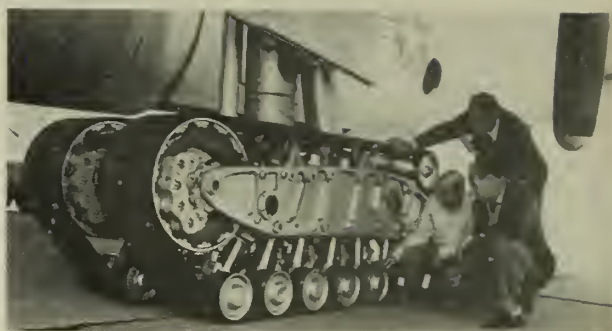
★ ★ ★

THE FIRST production model of the Air Force's B-47 *Stratojet* has rolled off the assembly line. A medium bomber, the plane is 108 feet in length, has a wingspan of 116 feet and is powered by six J-47 jet engines, rated at 5,200 pounds of thrust.

Carrying a bomb load in excess of 10 tons, the swept-back-wing plane has a service ceiling of over 40,000 feet



TOPSPEED high in subsonic zone, the USAF's YF-93A is designed for bomber escort and penetration missions.



TRACK-TREAD landing gear, still in experimental stage, is currently being tested on USAF's ponderous XB-36.

and a combat radius of more than 1,000 miles. An earlier experimental version of the plane, the XB-47, was propelled by less powerful jets and flew a distance of 2,289 miles in three hours, 46 minutes for an average speed of 607.8 miles per hour.

On take-offs, the B-47A employs 18 jato units which provide an additional 20,000 pounds of thrust. The production model of the bomber has many engineering improvements over the experimental version, including a greater fuel capacity.

★ ★ ★

BEFORE LONG, any soldier wearing an old-type hose-equipped gas mask will look as out of date as a Maxwell running board.

One hundred twenty-two thousand new-style gas masks are now in production for the Army, with bids invited for manufacturing 175,000 more. Beyond these, additional new masks will be acquired as funds permit until every man in the Army is supplied. The old masks will be replaced as they become unfit for service.

The new gas mask, designated the M-9, is lighter, better, and less hampering than any previous ones.

The small air-purifying canister is attached to the cheek, doing away with the hose entirely. Unlike monkey wrenches, the 1950 gas masks come in right-handed and left-handed models. The difference is in the location of the canister. Face sizes are small, medium and large.

Easier breathing, dryer eye-pieces and better vision are promised for wearers of the new gas mask. No poison gas now known can penetrate the canister if encountered in field conditions. The carrier for the M-9 is so watertight that it is of value as a life preserver.



NEW-STYLE gas mask eliminates hose connection, is lighter and more efficient than predecessors.

AN ALL-METAL helicopter which can land just about anywhere — on ice, snow, water, tundra, marsh or land — has been bought by the Air Force. ,

The big, new "flying banana" has a special type of landing gear consisting of wheels, floats and skids, all rolled into one unit which enables the plane to become "omniphibious."

The odd-looking but highly practical aircraft is to be put to work with the Air Rescue Service. ARS is a far-flung group of planes which specializes in picking up injured or lost airmen who may have been forced down or crashed. Air Force officers hope their new helicopter will come in especially handy for picking up these men in the Arctic.

The helicopter, the H-21, is designed so that it can hover over the site of a plane crash, lower a specially designed swivel hoist to the ground, and haul up into the plane as many as 12 litter patients.



POWER PLANT in the AF's new H-19 helicopter is located forward of the pilot to facilitate maintenance.

A HANDY GUIDE for military historians probing the raising of an American Army to fight World War I has now been completed by the Army.

With the publication of the third and last volume, the Army finishes its exhaustive job of compiling the facts and figures on the A.E.F.

Taken from official files and carefully checked for accuracy, the three volumes of source material bear the title "Order of Battle of the U. S. Land Forces in the World War (1917-1919)."

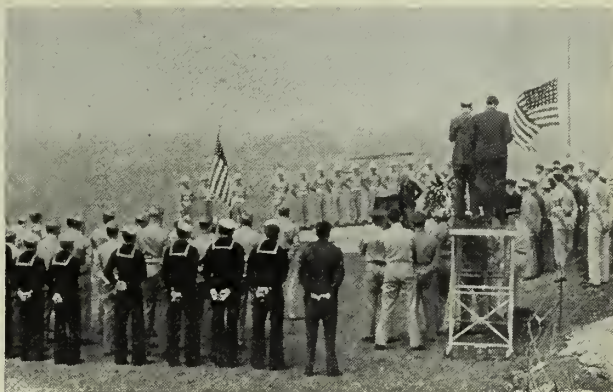
The scholarly project was begun by the Army War College and was later completed by the Army Historical Division which is now hard at work compiling a history of the U. S. Army in World War II.

★ ★ ★

EXERCISE SWARMER, a mock ground offensive held in the hills of North Carolina and supplied completely from the air, has taught the Army and Air Force important new lessons in warfare.

The exercise put to a new use the airlift principle that enabled the Western powers to break the Russian blockade of Berlin. It was the first time such a technique had been used to establish an "airhead" from which ground troops could break out and conduct a sustained offensive.

More than 30,000 paratroops and ground troops were



CEREMONY is held atop desolate Mt. Suribachi commemorating the fifth anniversary of historic flag-raising.

landed and 22,000 tons of equipment and supplies unloaded within the airhead during the 11-day maneuver.

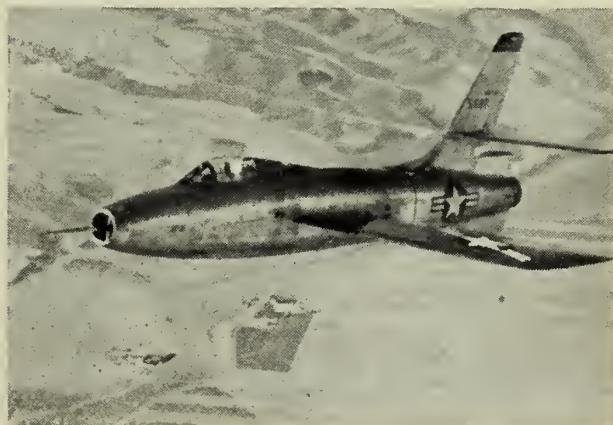
The Air Force threw more than 600 planes into "Swarmers," more than 300 of which were fighters and fighter bombers and 200 transport planes and troop carriers. Military Air Transportation Service (MATs) diverted planes to the operation and the Navy supplied 90 carrier-based fighters and 15 Marine transport planes.

★ ★ ★

AIR FORCE B-36Bs are flying to San Diego, and leaving as B-36Ds. Part of the process which they undergo in San Diego consists of acquiring four jet engines to assist their six piston-type engines.

Some of the B-36s are going to S.D. from Air Force bases and some from the factory at Fort Worth, Tex. All are being flown to and from the modification site on their own power and wings.

The decision to carry out all conversion at the California plant grew out of a survey by Air Force and aircraft company officials. It was indicated that the Fort Worth plant facilities, over and above those necessary for production, were inadequate for efficient modification work. The Air Force also explained that assigning production to one plant and modification to another has resulted in great efficiency in the past.



ROCKET boosters and variable incidence wings are significant features of the new XF-91, jet interceptor.

THE BULLETIN BOARD

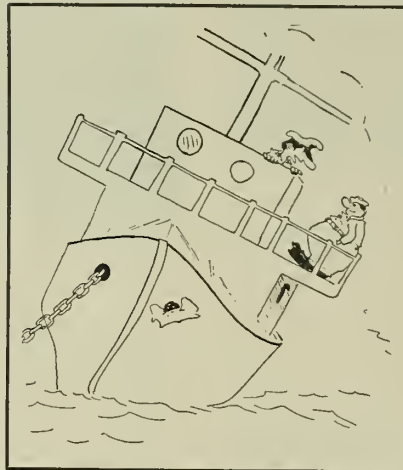
All Duty Outside Continental Limits Is Sea Duty for Rotation

All Navy duty outside the U. S. continental limits is now considered sea duty for rotation purposes. A normal tour of shore duty for several ratings is now three years, while that for others has been reduced to 18 months. Certain changes have been made in sea duty requirements for shore duty eligibility.

BuPers Circ. Ltr. 36-50 (NDB, 15 Mar 1950) cancels BuPers Circ. Ltr. 101-48, which was the reference authority previously used in transferring enlisted personnel to and from shore duty. The new directive, which became effective on 1 May, brings into being several changes, among which are those mentioned above.

A normal tour of shore duty is now as follows:

Medical (group X and XI) and all YN, PN, MA, PH, AC and JO. 3 years
Qualified strikers for a pay grade



Harbor Times, Pearl Harbor

"You might be interested to learn that the captain is approving your request for transfer to permanent shore duty."

E-4 rating and so designated who are filling a pay grade E-4 billet. 2 years

All other seamen and firemen, and all SA and FA. 18 months

All other ratings. 2 years

However, continuous duty ashore of 12 months or more will be counted as a normal tour if the needs of the service require transfer before completion on the periods listed just above. This rule will be modified only in the most exceptional cases, the circular letter states.

Each case will be decided on its own merits. Requests for waiver of this rule, referencing paragraph 1 (d), Part One, of BuPers Circ. Ltr. 36-50, should be forwarded only after a careful screening of each individual request.

Enlisted men who have accumulated continuous sea duty as follows may submit requests for shore duty:

YNC, YN1, PNC, PN1, ETC, ET1, DKC, DK1, FCC, FC1, TD, AC, FTC, FT1, MNC, SOC, and RDC. 18 months

Medical (group X and XI) ratings, HN, HA, DN, DA. 21 months

Construction (group VIII) ratings, CN, CP. 30 months

Aviation (group IX) ratings, AN, AA, less TD, AC. 2 years

Pay grades E-7, E-6, E-5, E-4 (including qualified strikers so designated) of LI, PI, JO, PH, SK, TE,

DM, SH, and CS1, CS2, ET2, ET3, YN2, YN3, PN2, PN3, DK2, and DK3. 2 years

Pay grades E-6, E-5, E-4 (including qualified strikers so designated) of RM, RD, SO, MN, and SN, SA, FN, FA. 2 years

DCC, DC1, other ratings in pay grades E-5 and E-4 (including qualified strikers so designated) and TN, TA. 3 years

Other ratings in pay grades E-7 and E-6. 4 years

Pay grade E-1. Not eligible

These requirements may be raised or lowered from time to time, depending upon the needs of the service. Upon submitting his request, the man must indicate his willingness to obligate himself for the required service at time actually ordered to shore duty. Also, he must not be in a transient status at time of submitting a request for shore duty.

Regarding required service at time actually ordered to shore duty, here is what the directive has to say:

Prior to transfer, COs must require a man ordered to a normal tour of shore duty to execute NavPers 604 or reenlist as necessary to attain *three* years of obligated service, except that only *two* years of obligated service will be required for those SN, FN, SA, and FA whose normal tour of shore duty is 18 months. This action is necessary in order to justify transportation costs and to promote permanency of personnel at sea and on shore stations.

Here are several items of importance in computing sea and overseas service:

- Men reenlisting under broken service do not receive credit for sea duty in prior enlistments as regards eligibility for shore duty or precedence on the shore duty eligibility list.

- Prior to 1 July 1948, duty in reserve fleets was considered sea duty. After that date, it has been shore duty.

- Overseas service is computed as sea duty.

- For former temporary officers who have reverted to enlisted status,

Veteran, 90, Discharged From Navy 73 Years Ago

Ambrose Ramsey of Colorado thought that he'd set up a filling station near Alkali Bend.

As a former member of the armed forces, Mr. Ramsey had certain privileges when it came to acquiring a parcel of land, and by cracky he'd use them. He dropped in at the Federal land office in Denver with the proper document at hand — an honorable discharge from the Navy.

The amazing thing about the document was the date upon it: 1877. Ambrose Ramsey had been discharged from the Navy 73 years ago, as a "third class boy." He is 90 years old at present. There was nothing in his own age or in the antiquity of the document to prevent his getting the land at Alkali Springs. Unfortunately, however, the "passel" Mr. Ramsey wanted is reserved by the Reclamation Bureau. So — he said he'd try something else.

Third Class Boy Ramsey served on board *uss Constitution*, *uss Minnesota* and *uss Constellation* during his one year in the Navy.

sea or shore duty under temporary officer appointment is combined with previous and subsequent enlisted service in determining eligibility for shore duty.

- The date of commencing shore duty is the date of first reporting to any shore activity in the continental U. S. The date of termination of shore duty is the date of detachment from last shore duty to sea duty.

- Duty in the continental U. S. between sea assignments for a period of less than 12 months is considered sea duty for computation purposes.

A new request form, known as NavPers 2416 (Rev. 2-50), is now available at district publications and printing offices. This is to be used for all requests for shore duty on and after 1 May 1950. All requests for "Bureau shore duty"—that is, all shore duty requests except for "fleet shore duty"—submitted under Circ. Ltr. 101-48 will no longer be considered applicable after 1 July 1950. Only those submitted on the card NavPers 216 (Rev. 2-50) will remain in effect.

"Therefore," the directive states, "all personnel now on the Bureau of Naval Personnel shore duty eligibility list shall, if they still desire such duty, resubmit requests on NavPers 2416 (Rev. 2-50) in accordance with the provisions of this letter. This resubmission is necessary to provide for equitable consideration under the same eligibility rules of all concerned. Precedence on the shore duty eligibility list will continue to be determined by the period of continuous sea duty since completion of last tour of shore duty. No man presently on the shore duty eligibility list will be removed as a result of modified eligibility requirements, if he submits a card NavPers 2416 (Rev. 2-50) prior to 1 July 1950."

Should a question arise concerning the difference between Bureau shore duty and Fleet shore duty, BuPers Circ. Ltr. 36-50 will provide a clear definition.

Several instructions in the lengthy directive are identical to those previously in effect. Others are of an administrative nature, and should be obtained from the circular letter itself by those concerned with personnel matters. There are, however, one or two other matters of interest to all

Disposition of Pilots After Hospitalization Listed

New instructions have been issued regarding the disposition of naval pilots after hospitalization.

According to these instructions, a report which includes the findings of a board of one or more flight surgeons must be submitted in cases where a medical survey or clinical board finds a pilot fit for duty following illness or injury. The findings submitted by the board of flight surgeons will indicate the pilot's physical and psychological fitness for actual control of aircraft.

In order that pilots who have been ill or injured may have full benefits of special facilities and trained medical personnel in determining their fitness to resume flight duty—and to insure all necessary information is made available to BuPers and BuMed before pilots in this status return to duty—a directive outlines the procedure to be followed in each case. This directive, BuPers Circ. Ltr. 20-50 (NDB, 28 Feb 1950) states that:

- A medical survey or clinical board shall determine the necessity for further hospitalization and the pilot's fitness for general duty.

- If considered by the survey or board fit for general duty, the pilot will be directed by the CO of the naval hospital to report to the nearest

personnel who hope to be assigned shore duty.

One of these is that three choices of location for shore duty assignment are now to be given in requests, and the third choice, "Anywhere in the U. S.," is carefully explained. Another is this (an important one, too): If personnel decline to accept shore duty at the location indicated in their orders, they must requalify before becoming eligible to request shore duty again. Previously, a delay of one year, only, was required before again requesting shore duty. Men may still notify BuPers via their COs if their initial choices for shore duty have changed, and every effort will continue to be made to send men to localities of their choice.

Anyone interested in the latest angles on sea duty—shore duty rotation should obtain a copy of Circ. Ltr. 36-50. Your ship's office can show you one.

available aviation activity for a complete flight physical exam by a board of one or more flight surgeons. The pilot's health record, complete with entries relating to the recent illness or injury, will be available to this board, which will make recommendations regarding the pilot's fitness to resume unrestricted flying, limited flight duties, flying with a co-pilot for a specified time, ground duties for a period of time, or such other recommendations as the facts and circumstances indicate.

- Reports from the medical survey or clinical board, plus Standard Form 88 (Physical Examination for Flying) filled in by the board of flight surgeons, will be forwarded to the Bureau of Medicine and Surgery. BuMed will make recommendations to BuPers as to the disposition of the naval pilot concerned.

After BuPers receives the recommendation from BuMed, orders to duty involving flying will be reissued to those pilots found physically qualified for return to duty in actual control of aircraft who, (1) have been ordered by BuPers to a hospital for treatment, or continuation of treatment, or (2) have otherwise been hospitalized a sufficient length of time for their flight status to expire.

NAS Kaneohe Bay Inactivated; First Target of Jap Attack

The Naval Air Station, Kaneohe Bay, Oahu, T.H., first activity to be attacked by the Japanese in World War II, will be inactivated by 30 June 1950. The station will be turned over to the Commandant, 14th Naval District, for possible lease.

Originally commissioned in February 1941, the base was the largest air installation in Hawaii during the early war years, and served as a major staging point for both patrol and carrier squadrons. Its strategic location and exceptional flying weather made it ideal for air operations.

On 7 Dec 1941, Japanese planes enroute to Pearl Harbor peeled off and bombed Kaneohe, inflicting the first American casualties in the Pacific.

Since June 1949, NAS Kaneohe has been in a reduced status.

Chief Honored for Heroism; Tried to Save Drowning Man From Treacherous Waters

Heroism in an unsuccessful attempt to save the life of another man from drowning in dangerous waters has earned a Navy and Marine Corps Medal for Thomas Cletus Hunter, ADC, USN, attached to NAS Coco Solo, C. Z.

Hunter braved large waves, whirlpools and undercurrents to bring the man ashore, where he administered artificial respiration even though completely exhausted.

Text of the citation reads: "For heroic conduct during the rescue work to save five persons from drowning at Coronado Beach, Republic of Panama, 5 Sept 1949. While lying on the beach at Coronado, Hunter heard cries of help from several people struggling in the water approximately 70 or 80 yards off shore. Observing one man, who had gone to the aid of another, struggling to save himself in the seven foot waves, he plunged into the treacherous waters which were



"Me scared? . . . When you wear the Good Conduct Medal!"

swirling with strong undercurrents and whirlpools, and swam to his assistance.

"Employing excellent training in life-saving technique, Hunter managed to carry the man through the strong undertow which was accentuated by a depression in the beach at this point. Finally reaching the

beach with the unconscious person and, in spite of almost complete exhaustion, Hunter proceeded to administer artificial respiration until he had to be relieved.

"After desperate attempts at resuscitation had been made for an extended period, the man was pronounced dead by two doctors. His heroism and complete disregard for personal safety by voluntarily going to the rescue of another under extremely hazardous circumstances reflect the highest credit upon Hunter."

2 Seamen Get Award; Each Saved Life of a Shipmate

A Letter of Commendation with Commendation Ribbon was awarded to Walter A. Stone, SN, USN, for a heroic deed of lifesaving which he performed in Alaskan waters.

The seaman was standing a watch on board his submarine, *uss Baya* (AGSS 318), which was moored at Alaska Native Wharf, Sitka, Alaska, when a shipmate fell overboard. Stone was responsible for saving his shipmate's life. This occurred on 4 Sept 1949. Here is the way the citation describes the rescue:

"Stone, who was at his station as petty officer of the deck, ran forward and, with the aid of a flashlight, located the man struggling in the water about 10 feet away. After a life line had been thrown to the man and he had made no attempt to reach for it, Stone, without hesitation, dived into the icy waters and towed him to the ship's side. There he secured a line about the man's chest, making it possible for others to haul him to safety. By his heroism and voluntary efforts in going to the rescue of another despite the great personal danger, Stone saved the life of a shipmate."

Swimming ability and outstanding courage won for Thomas C. Thomas, SN, USN, of the destroyer *uss Glennon* (DD 840) a Letter of Commendation with Commendation Ribbon.

Thomas's lifesaving exploit took place in the chilly waters bordering Newport, R. I., in early winter. The seaman's heroic action is described in the citation as follows:

"For outstanding heroism while attached to *uss Glennon* in the successful effort to save the life of a shipmate who had fallen into the water while painting, 27 Oct 1949. Quick to

Seabee Unit Gets NUC for Action Under Fire

Repair and reconstruction of a fighter strip with hand tools while under enemy fire in the Palau Islands helped win the Navy Unit Commendation for the 33rd Naval Construction Battalion. Many other heroic deeds performed by the battalion in the same operation are described in the citation recently awarded it.

Here is the way the citation tells the story:

"Landing with the assault forces under extremely heavy shellfire on D-Day (15 Sept 1944), elements of the Thirty-third Naval Construction Battalion manned and operated transfer barges at the barrier reef. They handled supplies and ammunition from landing craft to beach dumps, served as stretcher bearers and otherwise took part in all shore-party activities.

"Undeterred by treacherous fire from enemy snipers, mortars and artillery, the officers and men of this gallant battalion removed large numbers of mines, booby traps and duds. Although construction equipment had not been landed, they inaugurated the repair and recon-

struction of the fighter strip with hand tools, making it available for operational use by our aerial forces within eight days after landing. In addition, they initiated and completed a bomber strip three days before schedule and ready for use by D-day plus 20.

"The resourcefulness, skill and devotion to duty of these stout-hearted officers and men under difficult and dangerous combat conditions upheld the highest traditions of the U. S. Naval Service."

Announcement of the NUC award to the 33rd Seabee Battalion and to the destroyer escort *uss Buckley* (DE 51), was made in BuPers Circ. Ltr. 32-50 (NDB, 15 Mar 1950). The period for which the 33rd Naval Construction Battalion received the commendation is 15-29 Sept. 1944. That for *Buckley* is 5-6 May 1944. For an account of the action in which *Buckley* earned the NUC, see ALL HANDS, March 1950, p. 35.

BuPers will issue individual authorization and ribbon bar to all eligible personnel without further action on their part.

realize the extreme danger to the men floundering fully dressed in the choppy seas, Thomas dived into the icy waters to assist him. Locating the drowning person submerged at a depth of from five to six feet, he brought him to the surface and, despite almost complete exhaustion, held him until aid had arrived.

"By his heroism and voluntary disregard for his own personal safety, Thomas saved the life of another."

Retires After Completing 31 Years of Service

Piped over the side by his commanding officer and eight side boys, Barney M. Wilczewski, ADC, USN, bade farewell to the Navy after 31 years of active service. Ceremonies took place at the Naval Auxiliary Air Station, Corry Field, Pensacola, Fla., which he had helped place on commission and where he served over five years of his time in the Navy.

Enlisting 4 Jan 1919 at Newark, his boot training at Pelham Bay was followed by seven years as gunner aboard three battlewagons, *Idaho*, *Texas* and *Arkansas*. His interest in aviation took him to the Aviation Machinists School at Great Lakes in 1926. He has since been connected with air duties.

One of the second-generation pioneers in naval aviation, Chief Wilczewski was a member of the squadron flying P2Y-1s that made the first non-stop flight from Norfolk to Coco Solo, C. Z.

The chief came aboard at the old Corry Field in 1927, later commissioning the field at its present location. He saw duty in *Mississippi* and *Augusta*, then returned to Corry Field in 1933 and remained there until joining the crew of *USS Lexington* in 1936.

The outbreak of World War II found Wilczewski at Coco Solo. He later saw duty at NAS Jacksonville and aboard *USS Coral Sea*. Back at Corry Field in 1948, he remained there until his retirement.

With his departure, the chief leaves a son and a daughter in the Navy to carry on.



Chief Wilczewski

Navy and Marine Corps Medal Awarded Heroic AD3

An AD3 has been awarded the Navy and Marine Corps Medal for heroic lifesaving work in San Diego harbor at great personal risk to the enlisted man.

Recipient of the Navy and Marine Corps Medal is Leslie Leon Temple, AD3, USN. The actions which earned him the award involved rescue and resuscitation of two small girls who were in great danger of drowning. His citation reads:

"For heroic conduct in saving the lives of two small girls in the navigable channel of San Diego Harbor on 24 June 1948. After sighting two small girls attempting to swim from a raft drifting approximately 100

yards offshore, Temple, in company with another man, swam to their assistance. Diving under water he rescued one of the girls who had disappeared a few seconds earlier and succeeded in getting her to shore where he instructed observers to give her artificial respiration.

"Reentering the waters, he went to the assistance of the other man who was struggling with the second child and assisted in bringing her safely to the beach. He then administered artificial respiration while instructing another in giving similar treatment to the other girl. His personal courage and alertness were responsible for the saving of two lives."

New Medal Will Be Awarded Recruits of Special Merit

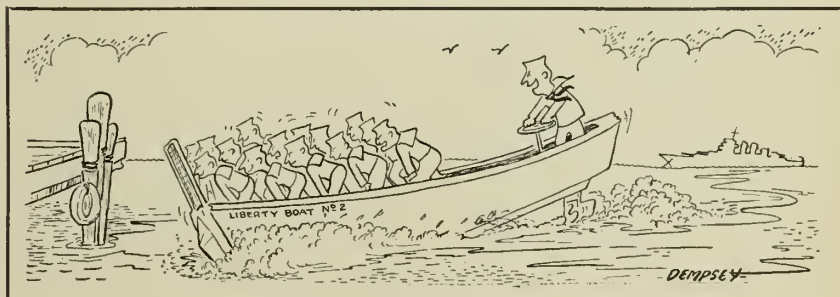
Recruits will soon have a chance to earn a new medal while still in boot training. A medallion called the American Spirit Honor Medal will be awarded to outstanding recruits in the Navy, Marine Corps, Army and Air Force, beginning after 1 July 1950.

Only recruits undergoing basic training immediately following enlistment or induction will be eligible for the American Spirit Honor Medal. Plans call for awarding a medal to the outstanding man graduating each week from NTC Great Lakes, Ill., and NTC San Diego, Calif. One medal per class will be awarded to an outstanding woman recruit at NTC Great Lakes. This is assuming that a qualified candidate has been selected, of course. Other services will make their American Spirit awards on a comparable basis.

Personal qualities which must be

possessed in unusual degree to earn a trainee the American Spirit Honor Medal are honor, initiative, loyalty, and high example to comrades in arms. After being designated by a board of three or more officers of his training activity, the honored recruit will receive the medal in most cases from the hands of a selected civilian. Sponsor of the American Spirit Honor Medal is The Citizens Committee for the Army and Navy, Inc.

No ribbon or other symbol of the medallion will be worn on the uniform. An entry will be made in the recruit's service record, however. Of the estimated 797 American Spirit Honor Medals to be awarded annually, it is expected that approximately 112 will go to naval personnel. Other armed services will grant them to graduating recruits roughly as follows: Army — 286 medals, Marine Corps — 24 medals, Air Force — 375 medals. Requirements are based upon present recruit training activities.



"On your mark . . . Get set . . ."

25,826 Officers Selected For Reserve Promotions; 9,232 Ensigns, 16,594 LTJGs

The promotion of more than 9,232 Naval Reserve ensigns to lieutenant (junior grade) and the promotion of more than 16,594 Naval Reserve lieutenants (junior grade) to the rank of lieutenant has been announced.

A new record for the number of officers of a single grade to be chosen by a selection board for promotion was set in the promotions to lieutenant, USNR. The selection board considered almost double the number selected before making its final decision.

The promotion of these two groups of officers marks the last time that USNR officers will be promoted without regard to "promotion credits." Promotion credits are earned through the completion of correspondence courses and periods of instruction. Hereafter, USNR officers must earn an increasing number of these promotion credits in order to be eligible for future promotion.

Lists have been sent to various Naval Reserve commands giving the names of all the newly appointed lieutenants and lieutenants (junior grade).

Here's more detailed information on those promoted:

Ensigns to lieutenant (junior grade) — A total of 9,232 ensigns were appointed to the higher grade. Officers appointed ensign on or before 31 Dec 1946 were included.

Ensigns who were on active duty under appropriation Naval Reserve were considered qualified for promotion if, in the opinion of their commanding officer, their service in the grade of ensign was satisfactory.

Ensigns who were on inactive duty



were considered qualified if, in the opinion of their naval district commandant, their record was *not unsatisfactory*. Officers affiliated with Naval Air Reserve training units were certified by their Air Reserve command.

Each ensign on the promotion list must report to a designated area in his naval district to present evidence as required and to certify that he remains in good health. If the condition of his health has changed, he may have to take a physical exam.

The new appointment is not effective until the officer reports to take the oath of acceptance at his nearest authorized naval activity. If in doubt, ask your nearest Naval Reserve activity if your name is on the list.

Lieutenant (junior grade) to lieutenant — Officers appointed lieutenant (junior grade) on or before 20 June 1945 were in the promotion zone. A few were selected who had dates of rank up to 1 July 1945.

Officers on the promotion list will be notified of their appointment by their district commandant (if he has your correct present address). If in doubt, ask for information on the list at your nearest Naval Reserve activity.

Each officer who is appointed to the new rank must successfully pass a physical exam. He can take his exam at the nearest Naval Reserve activity with medical facilities.

The exam results will be forwarded by the activity to the district commandant, who, if the officer is found physically qualified, will notify the officer and the nearest activity will administer the oath of acceptance.

Military Personnel Policy Of Department of Defense Is Outlined in Statement

Mr. Average Guy in the armed forces is the subject of a statement of military personnel policy by the Department of Defense.

Bringing together in one statement, the policies which will guide the Army, Navy and Air Forces in their relation to their respective personnel, the report was prepared by the Personnel Policy Board operating under SecDefense.

"Success in modern war," the statement says, "requires of the Department of Defense the maximum effective management of our most valuable national asset — the men and women of our armed forces. To this end the following objectives are stated:

"Development of professional competency through the efficient utilization of human aptitudes, interests, skills and physical characteristics.

"Development of a high state of morale through competent leadership at all levels.

In return, "the Department of Defense requires of each serviceman:

- "Unswerving devotion to the United States in accordance with his oath of allegiance.

- "Respect for constituted authority.

- "Diligent performance of duty.

- "High standards of personal conduct.

- "Respect for individual dignity and integrity.

- "Development of his own potential abilities and the abilities of those under him.

Moreover, "service in the armed forces is the highest form of public service, but it requires a curtailment of individual freedom more severe than that required of civilians as well as commitment to immediate military action if the situation demands it.

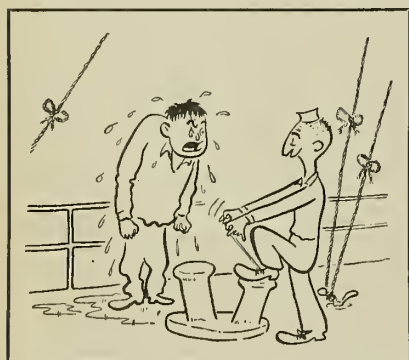
"Therefore, it will be the military personnel policy of the Department of Defense to:

- "Afford the highest mental development through military training.

- "Offer opportunity for spiritual and moral development.

- "Promote physical well-being through provision of food service, medical care, clothing, equipment and shelter.

- "Provide adequate remuneration



"What kinda knot did you put in my stage line?"

during a military career and a measure of economic security upon its honorable completion.

- "Render all practicable assistance to provide for the general well-being of dependents.

- "Provide readily accessible guidance on personal problems.

- "Provide opportunities for advancement with encouragement and inducement to take advantage of them.

- "Insure opportunity to increase individual ability through training and education.

- "Provide information on citizenship, American ideals and current events so that each man realizes his personal responsibility for the general welfare.

- "Afford a variety of wholesome and interesting recreational pursuits in off-duty time.

- "Provide adequate periods of relief from military duty."

If these policies are followed, the statement concludes, the armed forces will develop a better fighting man who has a greater measure of self-respect and personal dignity.

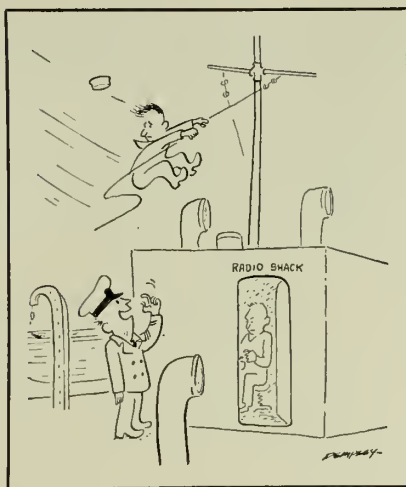
Leave Policy Set for Men Awaiting Retirement Orders

Disabled Navy men who have been declared unfit for duty and are awaiting final processing of their disability retirement orders will be encouraged to take leave.

This refers only to officers and enlisted men whose cases have been considered by a Physical Evaluation Board and who have been recommended for retirement for physical reasons.

Under the provisions of BuPers Circ. Ltr. 14-50 (NDB, 31 Jan 1950), commanding officers of such personnel have been directed to utilize to the fullest extent those men who do not choose to take leave under these conditions.

The circular letter states: "A member of the service who has appeared before a Physical Evaluation Board and is awaiting final action on his case by the Secretary of the Navy, where the recommended finding is that the member is unfit for duty and where continued treatment or sick leave is not indicated, will be encouraged but not required to take earned leave of absence during the interim period."



"All right, Tarzan . . . Your watch starts in one minute."

Summer Training Stepped-up Under the ROC Program

This summer will see upward of 500 Naval Reserve Officer Candidates taking advanced training at three training centers, with some 1,400 undergoing basic training. This year's 500 in advanced training are a portion of the 900 students who took basic training last summer under the ROC program.

The Reserve Officer Candidate program was originated to help provide a steady flow of newly commissioned officers into the Naval Reserve. Only the basic course was given last summer. Under the program, students must complete two summer training periods before graduating from an accredited college. Also, although they need take no military training in school, they must be members of the Naval Reserve. Ordinarily, persons who have completed both basic and advanced training are commissioned upon graduation from college.

Training for men will be given principally at naval training centers at Newport, R. I., and San Diego, Calif., this coming summer.

For the 160 women ROCs to be trained — the first in the ROC program — facilities will be provided at the naval training station at Great Lakes, Ill., by cancelling two classes of Regular Navy Wave recruits and adding their quotas to other classes.

According to present plans, candidates applying for the 1950 basic course will be notified about 1 May 1950 as to whether or not their applications were accepted.

Provisional Selections Made For NROTC Training Program On Basis of Test Scores

Two hundred and twenty-five Regular Navy enlisted men, in addition to 22 USNEVs, 44 Marines and 12 USMC-Vs, are provisional selectees for NROTC training which will begin next fall. Selections were made on the basis of test scores made by these candidates on the Navy College Aptitude Test given on 3 Dec 1949.

A joint BuPers-MarCorps letter of 28 Feb 1950 (NDB, 28 Feb 1950) contains the names of men provisionally selected for NROTC training and gives information and instructions concerning them. These men were scheduled to receive transfer orders during April 1950, to report to U. S. Naval School, Academy and College Preparatory, Newport, R. I., about 15 June 1950. If orders are not received by 15 May 1950, the directive states, COs concerned should notify the Chief of Naval Personnel (Attn: Pers-3637) immediately by dispatch.

Each man named in the joint letter's enclosure (1), the list of Regular Navy selectees, has been notified by individual letter. Included were certain forms to be completed and returned to the Bureau. The directive calls on COs to ensure that these forms are completed and returned as promptly as possible. Transfer orders are not being forwarded to provisionally selected regularly enlisted NROTC candidates who have failed to return the completed forms.

Included in the directive are instructions and information not given here. While not of wide general interest, this information is important to applicants and to administrative people in commands where provisional selectees are serving. These persons should not fail to study the directive.

It is anticipated that the NROTC competitive examination will again be conducted during the fall of 1950.

2 More Training Courses Available to the Fleet

The following new training courses have now become available to the Fleet:

Aircraft Welding — NavPers 10322-A

Aviation Boatswain's Mate, Vol. II — NavPers 10383

Certain Personnel Who Lost Saved Pay Status May Regain It

Certain Navy personnel may be entitled to draw "saved pay" once more.

"Saved pay" refers to that provision of the Career Compensation Act which prevents a Navy man from "losing money" as a result of the adoption of the new pay regulations.

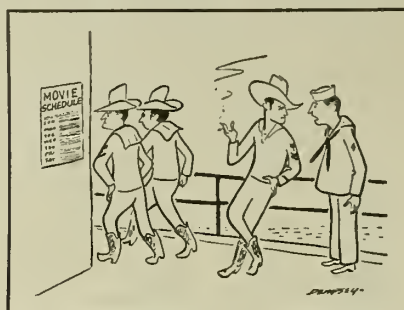
Certain personnel who were originally entitled to draw saved pay but who have subsequently lost entitlement to it may once more be placed under saved pay by the new Alnav.

The directive, Alnav 19-50 (NDB, 30 Mar 1950), restores the payment to certain persons of three types of allowances under the saved pay provisions of the law. The three are:

- Commuted rations.
- Station subsistence allowance.
- Station quarters allowance.

Any person who was entitled to include one of these three in his saved pay computation, and who has subsequently lost entitlement to it, should check with his disbursing officer. He may be entitled to it again.

The Alnav states: "Any member who considers his right to saved pay affected by this Alnav, will request the disbursing officer carrying his ac-



"Any good westerns on board lately?"

count to review his saved pay entitlement."

In some cases, a man may have lost entitlement to one of the three allowances, thereby losing entitlement also to saved pay. As a result, he will have been shifted over to new pay, which was then greater.

For example, take the case of Joe N. Sailor, a petty officer second class with six years' service. He has a wife and two children. When the new pay law went into effect on 1 Oct 1949, he was on recruiting duty and was eligible to draw both station subsistence allowance and station quarters allowance.

Since the amount of money he

made under the old provisions exceeded the amount to which he was due under the new law, Joe's disbursing officer continued him at his old rate under saved pay. It figured out this way:

Saved pay: Basic pay — \$126.50; station subsistence allowance — \$67.50; station quarters allowance — \$37.50; and government contribution to family allowance — \$78; total — \$373.50.

New pay: Basic pay — \$161.70; basic allowance for subsistence — \$67.50; basic allowance for quarters — \$67.50; total — \$296.70 (for explanation, see ALL HANDS, April 1950, p. 54-57).

However, on 1 Nov 1949, Joe went on two weeks' temporary additional duty (TAD). Upon returning from TAD, he lost his eligibility for station subsistence allowance under the existing regulations. As a result, his saved pay total dropped below his new pay total and the disbursing officer shifted him to the new pay scale.

Under the provisions of the new Alnav, however, Joe may be eligible once more for the station subsistence allowance under saved pay. If he is, the disbursing officer will now shift him back again to his saved pay total, which will be greater.

Alnav 19 will also affect certain persons who were not formerly entitled to one of the three allowances mentioned above, but who have subsequently become entitled to one or more under the old pay provisions.

For example, take the case of Sam B. Bluejacket, a seaman with three years' service. He is married, has no children. On 1 Oct 1949, Sam was stationed at a shore station where he was not entitled to draw commuted rations.

When the new pay act was enacted, his pay worked out this way:

Saved pay: Basic pay — \$94.50; government contribution to family allowance — \$28; total — \$122.50.

New pay: Basic pay — \$102.90.

As a result, Sam's disbursing officer continued him at his old rate under saved pay, which was more.

On 15 Nov 1949, however, Sam was transferred to another shore station, this time one at which commuted rations were authorized. Sam's

HOW DID IT START

Whistling for the Breeze

The legends of many nations hold that a sailor's whistle will bring forth the breeze—an important ability to have when wind was the chief means of propulsion. But there was always the danger, according to the old superstitions, of the breeze becoming a gale if there were too much whistling.

Just why a breeze obeys the sailor's whistle is explained in a legend.

A nobleman and a fisherman were out at sea in a boat one day when a calm set in. The vessel was being carried by the current. Both the nobleman and the fisherman were greatly annoyed, but the fisherman, more resigned to his fate perhaps than his companion, began to whistle to pass the time. What should happen but a god named Norouas appeared and blew the vessel to port.

Thankful, the fisherman gave Norouas a bottle of wine which the god heartily appreciated. The nobleman made no move until the fisherman reminded him to give Norouas something for his trouble. But



when the nobleman offered a gold piece, the god told him to keep it since it hadn't been given voluntarily.

Since that day, the breeze will come at the sailor's whistle but will never heed the nobleman's.

pay was now recomputed. It figured out this way:

Saved pay: Basic pay — \$94.50; government contribution to family allowance — \$28; total — \$122.50. Note that commuted rations *could not* be added to this total because of the provision of the law that saved pay previously could not be increased once it had been set.

New pay: Basic pay — \$102.90; commuted rations — \$31.50; total — \$134.40.

As a result of the recomputation, Sam was shifted over to new pay, which was greater.

But under Alnav 19, Sam's pay will be recomputed once more. Now it will figure out this way:

Saved pay: Basic pay — \$94.50; government contribution to family allowance — \$28; commuted rations (which may now be included) — \$31.50; total — \$154.

New pay: Basic pay — \$102.90; commuted rations — \$31.50; total — \$134.40.

It will be seen that Sam now gets more money under saved pay. Therefore, the effect of Alnav 19 in his case is to put him back once more under saved pay for as long as he is entitled to it.

Thus, it is apparent that in some cases, personnel will be eligible to draw saved pay once again instead of new pay as a result of these changes in regulations. Instructions are now being drafted to inform disbursing officers how to revise these accounts. As soon as the instructions reach the fleet, the necessary adjustments will be made.

BuSandA points out, however, that Alnav 19 refers *only* to the three categories listed above. It *does not* include, for example, special foreign duty per diem allowances.

Alnav 19 presents your disbursing officer with several knotty problems he must consider before he can assign your new pay rate. For example, since entitlement to Class B and Class B-1 dependents under family allowance provisions of saved pay ended 30 Apr 50, he must take that fact into account in recomputing your pay.

Moreover, each case, like Joe's and Sam's, must be considered on its individual merits. Few general statements can be made.

Reservists to Get Numeral Designators

A change has been made in the "officer designator" system which has been in use for Regular Navy officers since 1947, and for warrant and chief warrant officers since 1948.

Regular Navy officers (except LDO officers) whose permanent grade is ensign or above will not be affected by this change which is designed to include Naval Reserve officers in the Regular Navy system.

Now, instead of the former alphabetical classifications such as "D" and "DL," Reserve officers will get a four-digit officer designator number. The designator will group each officer into a broad category within the line and various Staff Corps.

For example most Reserve line officers will get the designator "1105" which means that they are "unrestricted line officers of the Naval Reserve (other than Merchant Marine Reserve) whose permanent grade is ensign or above, and who are not members of the aeronautic organization."

BuPers Circ. Ltr. 33-50 (NDB, 15 Mar 1950), authority for the change, also provides for entirely new designators for warrant and chief warrant officers. In addition, it alters the fourth digit of designators assigned to temporary and retired officers of the Fleet Reserve (see below).

The new change to designators is not expected to be completed until about 1 June.

In the case of all Reserve warrant and chief warrant officers, each warrant or chief warrant officer will have his qualifications jacket reviewed to determine his correct new designator. The same applies to Reservists with the old classifications of SET, SET 1-9, WE, WET, SO, SO2 and WO.

The new designator is *not* meant to classify an officer according to his total experience and skills, but only to place him in a broad grouping. His experience and skills are reflected in another number, his "officer qualifications code." This is a six-digit number.

It is this "qual code" that BuPers consults before it assigns an officer to a job. The Bureau points out that even though a Reserve officer had a classification such as D or DL, a broad classification, his individual

skills have been adequately recognized by his "qual code."

"Qual codes," however, have been in use for some time for both Regulars and Reserves and have no relation to the assigning of the new designators.

Naval Reservists will probably not notice the change to designators until they take a training cruise or get correspondence from BuPers or their naval district. The new designators, however, will be carried in the next edition of the *Naval Reserve Register*, expected to be published in 1952.

Moreover, Reservists shouldn't be

WAY BACK WHEN



Hod Carriers

Much has been written about the exploits of Admiral George Dewey who took time out for breakfast while completing his spectacular defeat of the Spanish at Manila Bay. To illustrate the ingenuity with which the naval hero of the turn of the century could meet emergency situations, a retired sea captain who once sailed with Dewey related this story.

A group of Irish laborers had been sent to Dewey's ship as seamen, the captain's story goes. Dewey ordered them aloft, but they refused to go, apparently afraid to risk their necks so far from deck.

Dewey thought this over a moment and sent out to a store for a half a dozen hods. When they were obtained, he ordered the Irishmen to carry bricks to one of the cross-pieces and lay them there.

The captain and his comrades were amazed at the alacrity with which the men, hods over their shoulders, climbed aloft.

disturbed if they continue to receive mail such as copies of the Naval Reservist under their own name and old classification. Addressograph plates used to stamp your address on out-going mail will not be changed because it would cost too much.

Reservists should not write BuPers to inquire about the new designator unless they feel that the designator assigned has placed them in the wrong category. The brief explanation below, should give you a rough idea of how the new designator is assigned.

Take the most common one, for example — 1105.

• First digit — The first digit here is "1." This means "line." Other first digits mean the following: "2" — Medical Corps; "3" — Supply Corps; "4" — Chaplain Corps; "5" — Civil Engineer Corps; "6" — none; "7" and "8" — warrant officers; "9" and "0" — none.

• Second and third digits — Second and third digits further separate one category from another. For example, 1620 is an SDO (Law) officer; 1630 is an SDO (Intelligence) officer.

Navy Chief's Wife Counts the President and Family

The Navy's commander-in-chief, President Truman, and his family had their census "taken" by the wife of a Navy man.

One of the enumerators engaged in the 17th national census was Mrs. Eileen M. Nolte who "counted" the President's family at the winter "White House" in Key West, Fla. Mrs. Nolte is the wife of Irving F. Nolte, FPC, USN, serving in the submarine tender USS *Howard W. Gilmore* (AS 16).

• Fourth digit — The fourth digit refers to the *status* of the officer. In the example, 1105, this digit is "5." This means an officer of the Naval Reserve (except Merchant Marine Reserve) whose permanent grade is ensign or above.

Other fourth digits mean the following: "O" — Regular Navy officer, permanent grade ensign or above; "1" — Regular Navy officer, permanent grade warrant or chief warrant; "2" —

Regular Navy officer with permanent enlisted status; "3" — officer on retired list of the Regular Navy; "4" — officer in the Fleet Reserve; "6" — Naval Reserve officer (except Merchant Marine Reserve) whose permanent grade is warrant or chief warrant; "7" — Naval Reserve officer (except Merchant Marine Reserve) with permanent enlisted status; "8" — Merchant Marine Reserve officer; and "9" — officer on Retired List of the Naval Reserve.

With that as background, here are your new designators and a list of the old classifications that they replace:

1105 — C, CD, CL, D, DE, DET, DET 1-9, DL, E, EL, ELT 1-9, ET, ET 1-9, HS, HW, S, SCOM, W and WC, including any of the above with the suffixes R, X or N.

1108 — DEM, DM, DML, EM, EML, SDEM, SDM and SEM.

1115 — A7.

1135 — CHCP and HP.

1315 — A1D, A3D, A5D, A1, A1L, A1T, A1T 1-9, A3T, A3T 1-9, A5T, A5T 1-9, SA1T, SA1T 1-9, SA3T, SA3T 1-9, SA5T, SA5T 1-9, A3, A3L, A5, A5L, SA1, SA3, and SA5, including any of the above with the suffixes R, X or N.

1355 — A, AD, AL, ALT, ALT 1-9, AT AT 1-9, SA SAT, SAT 1-9, and WA, including any of the above bearing suffixes R, X and N. This designator is for personnel in ground aviation for heavier-than-air planes.

1385 — A2D, A4D, A6D, A2T, A2T 1-9, A4T, A4T 1-9, A6T, A6T 1-9, SA2T, SA2T 1-9, SA4T, SA4T 1-9, SA6T, SA6T 1-9, A2, A2L, A4, A4L, A6, A6L, SA2, SA4 and SA6, including any of the above with the suffixes R, X or N.

1405 — SE, SE1, SE2, SE3, SE3T, and SE4.

1455 — SO1, SO3, SO4, SO5 and SO6.

1615 — SC2 and WC2.

1625 — SL and WL.

1635 — SI and WI.

2105 — MCR, MCS and MCW.

2205 — DCR, DCS and DCW.

2305 — MSC and MSCW.

2905 — NCR.

3105 — SC, SCS, and SCW.

3108 — SCM.

4105 — CHC and CHCS.

5105 — CECR.

WHAT'S IN A NAME

Can't Beat the Dutch

The doughty Dutch who challenged the might of the British Navy during the 17th century, even though they failed to vanquish the Anglo armada, have left their mark on the lingo of the sea.

In many a sea yarn and expression, varied usages of the term "Dutch" crop up. Most renowned perhaps, the "Flying Dutchman." This was the ship of the legendary Dutch sea captain, Van der Decken, who was condemned for impiety to cruise forever off Cape of Good Hope. For a long time it was considered to be a bad omen to sight the *Flying Dutchman*. Superstitious seamen were often reporting her. Today a flying Dutchman is a person dogged by bad luck.

The "Dutchman's log" is a crude expedient used in small slow vessels for measuring speed. "Dutch courage" has come to mean liquor-inspired bravery. This comes from the fact that sailors believed gin was served out in the Dutch navy before a battle.

A "Dutchman's anchor" refers to something important that has been forgotten or left behind. It's probably from the old jest about a Dutch shipmaster who had forgotten to bring his anchor along, and so lost



his ship. The "Dutchman's breeches" are a small patch of sky at the end of a storm — a patch big "enough" to make a Dutchman a pair of breeches."

An old punishment which consisted of pumping under conditions where drowning would follow cessation of work, was carried out on a "Dutch pump."

And "if that don't beat the Dutch" comes from the early-day British-Dutch sea battles where the English sailors found the Hollanders unexpectedly tough.

Selecting and Grading Applicants for LDO Commission

"What," a CO inquired of BuPers, "is the proper reference standard by which to grade the present applicants for limited duty commissions?"

He included some comments on the education, technical training, leadership and instructoral experience of present applicants, stating that in many cases today's applicants fail to measure up to those of previous years. In conclusion, he observed that today's applicants are fine raw material but that they definitely require further formal education if they are to carry their own weight in a high-caliber peacetime Navy.

The skipper's initial question has been on many minds and many tongues in one form or another ever since the limited duty program was inaugurated. The Bureau of Naval Personnel's answer to his letter covers that situation about as thoroughly as it has been covered so far. With the permission of those who wrote it, *ALL HANDS* presents it here, almost verbatim, for the benefit of all who are interested:

During the 1948 and 1949 increments of the limited duty program, selections were made for all ranks to fill vacancies. To establish eligibility for selection in a rank higher than ensign, candidates had to possess certain prerequisites. These were: Sufficient length of service, and possession of unrestricted temporary commissioned rank not lower than the rank for which application was made. These prerequisites provided reasonable assurance that candidates for ranks above ensign would have the necessary officer qualities, experience in at least equivalent ranks, and technical experience for the rank and classification for which selected. Many temporary commissioned officers were limited by the service requirement to eligibility for the rank of ensign only.

Since the screening processes for initial temporary appointments were conducted on an eliminative basis, this may be considered as a preliminary screening for selection in limited duty status. It is therefore logical to assume that, other considerations being equal, the temporary officer, whose basic qualifications were tem-

QUIZ ANSWERS

Quiz Aweigh is on page 9.

1. (b) Aircraft launching device developed to catapult planes from shipboard and from small fields.
2. (c) Electricity. Termed the 'electropult,' an unorthodox electric motor delivers power in a straight line instead of rotating.
3. (b) Chaplain.
4. (b) Medical Service Corps. This is the Navy's newest corps device.
5. (a) *uss Juneau*. Twin stacks, three forward turrets are identification clues.
6. (b) 7,500 tons.

pered during the war by responsibility and experience, is the best qualified candidate for commission in limited duty status.

However, due to the operation of the eligibility requirements, the number of temporary officers, including chief warrant and warrant officers, who may be considered for appointment as limited duty officers will depreciate rapidly each year. The bulk of future selectees will be procured from among eligible enlisted candidates whose abilities and experience, due to basic differences in responsibility and authority, are not comparable with similar qualities possessed by temporary officers.

An improved system was needed to provide for more complete information regarding the LDO applicant, which would eliminate certain inequalities in selection of candidates due to lack of sufficient information in some cases, and to insure the selection of satisfactory and well qualified limited duty officers. A board was convened in BuPers to recommend procedures to be used in connection with future increments of the LDO program. Its recommendations resulted in formulation of two reports to be used in in-service officer procurement programs. These are the Special Observation Report (NavPers 984) and the Interviewers Appraisal Sheet (NavPers 985), designed to provide selection boards with information obtained through a series of evaluating actions in the field.

In addition, the board recommended a basic minimum education requirement of four years of high

school or its equivalent, effective in 1952. BuPers has since announced by circular letter its policy to accept satisfactory completion of USAFI general educational development tests as being equivalent of up to two years of college, for all in-service purposes.

Three reasons for requiring four years of high school or its equivalent were given:

- To insure that the candidate has the minimum background to permit him to handle the normal administrative details he will encounter as an ensign if selected.

- To permit him to grasp new subject matter to be studied during his commissioned career, and

- To prevent him from being at an insurmountable disadvantage compared to his contemporary junior officers.

The board recommended certain other reforms to reduce the field of eligibles without depriving the individual of a fair chance. These also were adopted.

The minimum educational requirement of high school for selection as limited duty officers is also considered to be the fundamental base from which a limited duty officer must develop in order to acquire the educational requisites for increased authority and greater responsibility. It is necessary, therefore, that the limited duty officer obtain additional education after appointment to insure his satisfactory performance in grade and his success in competition with other LDOs for promotion.

Acquisition of broadened education and of the minimum entrance requirements for a Navy school or course is primarily the responsibility



of the individual. These can be acquired through the use of USAFI facilities, Navy correspondence courses, or part-time courses which may be available locally. By careful assignment of duties, the CO may aid the individual limited duty officer to prepare for increased responsibility. Advanced general and technical training in Navy schools or Navy-sponsored courses for the limited duty officer is now being considered. Suitable announcement of the decisions reached will be made.

At the present time, the Special Observation Report, properly completed by the observing authorities in the field, is the most important instrument from the field available to an LDO selection board. This will be true until technical examinations are available. The value of the report to a selection board lies in the fact that it is designed to reflect the actual, observed performance of a candidate in his rank or rating. Evaluation of candidate must, therefore, be based upon his performance in his rank or rating as compared with the performance of other individuals in the same rank or rating who have been observed by the reporting officer.

In view of the above considerations, COs should approach the problem of grading candidates with the understanding that candidates need not be accomplished officers, but that they should be primarily technicians whose practical knowledge and experience in their respective specialty may be used to the Navy's advantage, and that their potential professional and leadership characteristics will insure their satisfactory transition into good naval officers.



"Friend of yours?"

Legislation Affecting Naval Personnel

Action by Congress on legislation of interest to naval personnel is summarized below.

Changes in Congressional legislation pertaining to the naval establishment are brought up to date each month. The last summary appeared in *ALL HANDS*, April 1950, p. 52.

Annual Leave — S. 2724: Introduced; to amend existing law so as to permit persons to take annual leave during the year in which it is earned. (Purpose of the bill is to clarify existing law and to validate certain payments for accrued annual leave which have been made in the past. After the passage of the Armed Forces Leave Act of 1946, officers and enlisted men were permitted to accrue leave not in excess of 60 days. Any leave in excess of 60 days at the end of the year was lost to the individual in accordance with the terms of the law. However, a Comptroller General interpretation stated that if an individual has 60 days accrued at the start of an accounting period, then annual leave taken during a subsequent leave accounting period must be charged against accrued leave to his credit and not to the current annual leave. In effect, this says that once an individual has 60 days to his credit, no more leave can be accredited to him, and the only way such an individual could take advantage of his current annual leave is by taking it at the start of the leave accounting period. This proposed legislation will amend the existing law to validate procedures presently carried on by the services.)

Retroactive Benefits — S. 3145: Introduced; to amend existing law so as to extend retroactively benefits for members and dependents of members of the Reserve components of the armed forces who suffered disability or death from injuries incurred while engaged in training. (This bill retroactively extends the period for these benefits back to 7 Dec 1941 instead of the present 14 Aug 1945.)

Retirement Review — S. 3146: Introduced; to enable any commissioned officer who was discharged, retired, or released from active service without retirement pay for physical disability to obtain a review of his entitlement to retirement pay for

physical disability. (Provides for board of review of five commissioned officers to hear the case presented by any officer discharged, retired, or released from active service without retirement pay for physical disability.)

Pay Change — H.R. 7246: Introduced; to amend the Career Compensation Act of 1949 so as to equalize credits for service in the armed forces for pay and longevity purposes. (Pertains to revision of pay standards for midshipmen, cadets and aviation cadets.)

Retired Advancement — H.R. 7761: Introduced; to provide for the advancement of certain retired officers of the armed forces on the retired list. (Provides that Regular or Reserve officers of the armed forces retired or granted retirement pay and then recalled to active duty subsequent to 7 Dec 1941, shall as of the date of relief from active duty not later than 1 Jan 1957, be advanced to the highest grade attained not above major general, unless he is entitled to equal or higher grade or rank under other laws. Another provision of this proposed legislation states that no increase in retired or retirement pay shall accrue as the result of such advancement.)

Tax Exemptions — H.R. 7768: Introduced; to increase the normal tax and surtax exemption, and the exemption for dependents, from \$600 to \$1,000.

Academy Leave — H.R. 7635: Introduced; to amend existing law so as to provide graduation leave upon appointment as commissioned officers in the regular components of the armed forces of graduates of the U. S. Naval, Military and Coast Guard Academies. (Provides that these men "be granted graduation leave not in excess of 60 days, which leave shall not be deducted from nor charged against other leave. . . . Graduation leave granted pursuant to this subsection must be completed within three months of the date of graduation and no such leave shall be carried forward as credit beyond the date of reporting to the first permanent duty station or to a port of embarkation for permanent duty outside the continental limits of the United States.")

Administering Oaths — H.R. 6171:

Passed by House; to authorize commissioned officers of the Army, Navy, Air Force and Marine Corps to administer the oath required for enlistment, for appointment to commissioned or warrant officer grade, and any other oath required by law in connection with the appointment or enlistment of any person.

Bill Now Before Congress Provides New System for Selecting Flag Officers

Present "plucking" provisions of the Officer Personnel Act of 1947 will be replaced by a new system if a bill now before Congress becomes law. The new bill provides instead a system of selecting flag officers for retention on duty.

"Plucking" refers to the present system of designating certain flag officers to retire each year, making room for the promotion of the required percentage of Navy captains and Marine Corps colonels selected for flag rank.

In place of this procedure, the bill, S. 2335 in the Senate and H.R. 5768 in the House, provides that admirals and generals will be selected, after prescribed periods of service, for retention on the active list. Vacancies created by those not selected for retention on the active list will be filled by the newly promoted officers.

The bill has been reported favorably by the Senate Armed Services Committee and a subcommittee of the House Armed Services Committee.

Basically, the bill contains these important provisions:

- Unrestricted line rear admirals will be brought up for selection for retention after completing five years in grade or 35 years total service, whichever is later. If he is not selected for retention, he will retire. Out of the number of eligibles, at least one half will be selected for retention but not more than three fourths.

- Restricted line rear admirals and staff corps rear admirals will automatically retire after seven years in grade or 35 years of total commissioned service, whichever is later, unless retained on a year-to-year basis by action of a selection board.

- In regard to Marine general officers, the bill allows distribution of general officers to be one half briga-



dier generals and one half major generals, eliminates "plucking," major generals to retire after 5 years service in grade and 35 years total commissioned service, unless retained on a year-to-year basis by action of a selection board.

The bill provides for some major changes in the present system and its progress through Congress is of interest to both flag officers and senior captains of the Navy and comparable ranks in the Marine Corps.

As defined by Vice Admiral John W. Roper, usn, Chief of Naval Personnel, in testimony on the bill, the purpose of the proposed legislation embraces these points:

- To substitute a "selection for retention" procedure for the present "plucking" provisions of the Officer Personnel Act.

- To provide for flexibility in determining the number of officers to be promoted to and retained in flag grade each year based on the needs of the service as determined in a five-year study.

- To eliminate year-to-year jeopardy of all officers on the flag list as regards retention on the active list.

- To provide for an orderly method of reducing the total number of line flag officers to the finite number required by 1957, while at the same time slowing down the rate of promotion to arrive at the normal years of service in grade stated in the Officer Personnel Act, and affording equitable consideration, over the years, of officers concerned for promotion to and retention in flag grade.

NROTC Uniforms Modified; No Letters Worn on Caps After Changes Take Place

Uniforms worn by Naval Reserve Officers Training Corps midshipmen will, in the future, more closely resemble those worn by Naval Academy midshipmen.

The letters "NROTC" will not be worn on NROTC midshipmen's caps after the changes take place. Such insignia as those worn by company CPOs, company commanders and brigade commanders will be identical in the two groups. A variation remaining will be in the manner of attaching the one-eighth-inch stripes worn on the sleeves. Annapolis midshipmen's uniforms will have the stripes attached directly to the sleeves, the work being done by professional tailors. NROTC midshipmen will receive their corps device and class designation on a two-inch strip of cloth. Cloth, with insignia attached, will be sewn onto the sleeve by a tailor or by the wearer himself.

NROTC midshipmen will continue to wear the corps device and class designation on the left sleeves, between shoulder and elbow.

Issues of uniforms conforming to the changes will commence with the students enrolling in the fall of this year. Insignia will be applicable for all, beginning with the 1950 fall term.

"Since NROTC midshipmen are gratuitously furnished uniforms and insignia by the government," a Bureau of Naval Personnel spokesman said, "the quantity of such items is necessarily limited by budgetary appropriations."



"Ann, I think your new hair-do is simply stunning . . . or didn't you comb it this morning?"

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs, Navacts, and BuPers Circular Letters, not as a basis for action. Personnel interested in specific directives should consult Alnav, Navact and BuPers Circular Letter files for complete details before taking any action.

Alnavs apply to all Navy and Marine Corps commands; Navacts apply to all Navy commands; and BuPers Circular Letters apply to all ships and stations.

Alnavs

No. 17 — Announces convening of selection board for lieutenant commander, lieutenant (MSC and NC) and lieutenant (MC, ChC and DC).

No. 18 — Concerns Armed Forces Day.

No. 19 — Concerns commuted rations, station subsistence allowance and station quarters allowance under Career Compensation Act of 1949.

No. 20 — Announces President's approval of selection of Medical Corps officers for promotion to commander.

No. 21 — Announces President's approval of selection of Dental Corps officers for promotion to captain.

No. 22 — Announces President's approval of selection of Supply Corps officers for promotion to commander.

No. 23 — Announces President's approval of selection of Chaplain Corps officers for promotion to commander.

No. 24 — Announces President's approval of selection of Dental Corps officers for promotion to commander.

No. 25 — Announces President's approval of selection of Chaplain Corps officers for promotion to captain.

No. 26 — Announces President's

approval of selection of Medical Corps officers for promotion to captain.

No. 27 — Announces President's approval of selection of Supply Corps officers for promotion to captain.

No. 28 — Announces President's approval of selection of Civil Engineer Corps officers for promotion to commander.

No. 29 — Announces President's approval of selection of Civil Engineer Corps officers for promotion to captain.

No. 30 — Announces President's approval of selection of Marine Corps officers for promotion to major.

BuPers Circular Letters

No. 29 — Describes Combat Distinguishing Device.

No. 30 — Concerns employment in civil pursuits.

No. 31 — Includes information for supervisory examining board for professional examinations for line officers.

No. 32 — Gives procedure for award of Navy Unit Commendation.

No. 33 — Contains information on change of officer designators.

No. 34 — Lists instructions for transition to Manual of Enlisted Navy Job Classifications, Revised (NavPers 15105).

No. 35 — Describes assignment of permanent commissioned warrant officers and warrant officers, USN, to warrant pay grades.

No. 36 — Lists details on shore duty for enlisted personnel.

No. 37 — Contains information on leave for enlisted personnel of Philippine extraction or citizenship to visit the Philippine Islands.

No. 38 — Concerns distribution of officers' training duty orders.

No. 39 — Announces All-Navy Tennis Championships.

No. 40 — Concerns written professional examination for ensigns due promotion in 1951.

No. 41 — Lists BuPers supplemental regulations for Navy recreation funds.

No. 42 — Concerns physical examination for promotion of Line and Staff Corps officers.

No. 43 — Instructions concerning DeptDef Form 93, "Record of Emergency Data of the Armed Forces of the U. S."

Changes in Naval Districts Within CLUSA Are Listed; Map Shows New Boundaries

A number of changes are now in effect regarding the boundaries of continental U. S. naval districts. These changes, which became effective on 1 April, were made to bring the borders of naval districts into line with those of Army and Air Force "areas." See map on facing page.

Boundaries of Army areas have been identical with those of Air Force areas for some time. While there are a larger number of naval districts than of Army and Air Force areas, no border line of an Army and Air Force area will cross a naval district.

The latest changes are as follows:

- Ohio is now in the 4th Naval District, instead of in the 9th.

- Kentucky is now in the 5th Naval District, instead of in the 9th.

- New Mexico is now in the 8th Naval District, instead of in the 11th. This change took place in September 1949.

There are no new changes involving naval districts outside the continental U. S.

Titanium Found Useful in Jets In High Temperature Areas

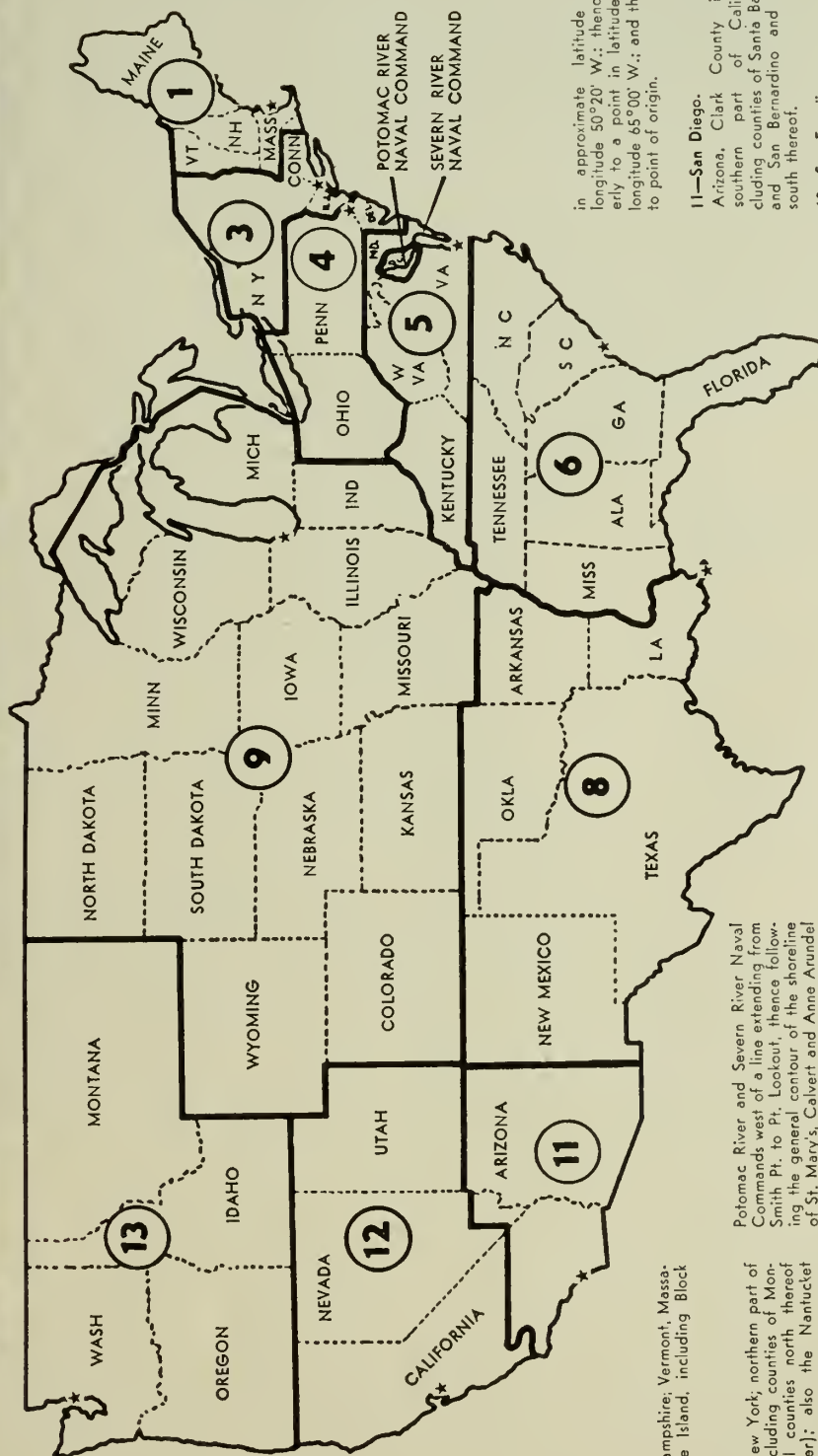
Titanium, the "Titan of metals," is finding a place in the construction of the Navy's new jet planes.

A Bureau of Aeronautics research program which has been under way for four years has revealed the value of titanium in jet plane parts. An alloy composed largely of the "new" metal has proven highly satisfactory in parts which must keep their strength at high temperatures. These include turbine blades, tailpipe shrouds, engine firewalls and parts of the engine itself.

The alloy, consisting of small amounts of chromium and aluminum combined with titanium, is as strong as high-strength steel, but only half as heavy. Its use in planes improves carrying capacity, range, maneuverability and rate of climb. BuAer's alloy department is coordinated with other Government agencies and works closely with commercial interests to speed the expansion of titanium use.

Ample reserves of titanium ores are available in the U. S. and Canada. See ALL HANDS, February 1949, p.31.





1—Boston.

Maine; New Hampshire, Vermont, Massachusetts; Rhode Island, including Block Island.

3—New York.

Connecticut; New York; northern part of New Jersey including counties of Monmouth and all counties north thereof (except Mercer); also the Nantucket Shoals Lightship.

4—Philadelphia.

Pennsylvania; Ohio; part of New Jersey, including counties of Mercer, Burlington, Ocean and all counties south thereof; Delaware, including Winter Quarter Shoal Light Vessel.

5—Norfolk, Va.

Kentucky; Maryland; less A Arundel, Prince Georges, Montgomery, St. Mary's, Calvert and Charles Counties; West Virginia; Virginia, less Arlington, Fairfax, Stafford, King George, Prince William, Westmoreland Counties and the City of Alexandria; also the Diamond Shoal Lightship and all waters of Chesapeake Bay, including its arms and tributaries, except waters within the Fourth Naval District and the counties comprising the

Potomac River and Severn River Naval Commands west of a line extending from Smith Pt. to Pt. Lookout, thence following the general contour of the shoreline of St. Mary's, Calvert and Anne Arundel Counties, as faired by straight lines from headland to headland across rivers and estuaries.

The Potomac River Naval Command

comprises the following areas, excluding the Navy Department: The Potomac River up to Great Falls, the District of Columbia and the counties of Prince Georges, Montgomery, St. Mary's, Calvert and Charles in Maryland, and Arlington, Fairfax, Stafford, King George, Prince William and Westmoreland in Virginia, and the City of Alexandria, Virginia.

The Severn River Naval Command

comprises the county of Anne Arundel, Maryland.

6—Charleston

North Carolina; South Carolina, Georgia; Alabama; Florida; Tennessee and Mississippi.

8—New Orleans.

Louisiana; Arkansas; Oklahoma; Texas and New Mexico.

9—Great Lakes, Ill.

Michigan; Iowa; North Dakota; Indiana; Kansas; Colorado; South Dakota; Nebraska; Wisconsin; Minnesota; Illinois; Missouri and Wyoming.

10—San Juan.

All United States territories, possessions, naval reservations and naval activities on shore located within an area bounded as

follows: Beginning at latitude 25°00' N., longitude 72°00' W.; thence to a point on the north coast of Cuba in latitude 22°47' N., longitude 79°47' W.; thence westerly around shore of western Cuba and easterly along shore to Cienfuegos Light in latitude 22°02' N., longitude 80°27' W. (The land areas of the Isle of Pines and other small coastal islands of Cuba are included in the Tenth Naval District); thence south to a point in latitude 18°05' N., longitude 80°27' W.; thence to Punta de Gallinas, Colombia; thence along international boundaries to include all of Venezuela, British Guiana, Surinam and French Guiana, to and including eastern boundary of French Guiana; thence east (true) to a point

in approximate latitude 4°20' N., longitude 50°20' W.; thence northwesterly to a point in latitude 25°00' N., longitude 65°00' W.; and then westward to point of origin.

11—San Diego.

Arizona, Clark County in Nevada, southern part of California, including counties of Santa Barbara, Kern, and San Bernardino and all counties south thereof.

12—San Francisco

Utah; Nevada, except Clark County; northern part of California, including counties of San Luis Obispo, Kings, Tulare, Inyo, and all counties north thereof

13—Seattle.

Washington; Oregon; Idaho and Montana.

14—Oahu T. H.

Hawaiian Islands and islands to westward, including Midway, Wake, Kure, Johnston, and Sands Island and Kingman Reef.

15—Balboa.

Panama Canal Zone.

17—Kodiak.

Alaska.

BOOKS: CHURCHILL VOLUME COVERS PEARL RAID

• *The Grand Alliance*, by Winston S. Churchill; Houghton Mifflin Company.

This is the third volume of Winston Churchill's great series on World War II. The other two were *The Gathering Storm* and *Their Finest Hour*.

The Grand Alliance broadens the epic story into new dimensions and touches its climax in the Pearl Harbor attack and the historic Christmas, less than three weeks later, at the White House. Here we see the war on a world scale: the German drive to the eastward, the fast-moving battles on the African desert, the Battle of the Atlantic. We see the dramatic sinking of the German pocket battleship *Bismarck*, and the entrance into the war of Russia.

Mr. Churchill is one of the finest writers of our time, a master of the English language. He was the leader, the commander, the very heart and soul of the struggle about which he writes. This book, like the others he has written about the last war, will be studied eagerly as long as books

exist. And despite all his genius, the author never loses the touch of humanity and the occasional hint of humor. (He captions his letters to F.D.R. like this: Former Naval Person to President Roosevelt.)

Numerous maps and diagrams.

★ ★ ★

• *The Plymouth Adventure*, by Ernest Gebler; Doubleday and Company, Inc.

What a strange crew it was that manned two little ships sailing out of Southampton! Men, women and children together; religious zealots and the dregs of London alleys. There was cruel, blustering Christopher Jones, skipper of the leading ship; a gentle girl named Priscilla Mullins, and John Alden, a carpenter engaged to care for the casks and barrels. . . .

Yes, *Mayflower* was one of the two ships that set sail across an unknown ocean on that day in 1620 — a cockleshell not twice as large in dimensions as a 50-foot motor launch. The destination at first was the mouth of the Hudson River, but a scheming London merchant had the course altered for Cape Cod, for reasons of his own.

Here is a historical novel which is truly historical.

★ ★ ★

• *Escape to Adventure*, by Fitzroy Maclean; Little, Brown and Company.

Mr. Maclean wanted to travel in central Asia, so — he went traveling in central Asia. The first leg of the author's travels took him from Paris to Moscow. From there, he made a lot of trips — many in areas technically closed to travelers, and almost all off the beaten path. Places he got to on these jaunts have strange, seldom-heard names — Lenkoran, for instance . . . Turkestan and Tiflis.

All this is in the first part of the book. The other part is devoted to Mr. Maclean's assignments in World War II, some of which brought him adventure fully as gripping as his prewar excursions.

This is an interesting and adventurous book. It has a definite tone of behind-the-scenes reporting; it carries across to the reader a sense of experiencing the events which are described, of knowing the people de-

scribed. Top flight stuff in true-adventure reading.

★ ★ ★

• *Geordie*, by David Walker; Houghton Mifflin Company.

Want to read something really rib-tickling? If so, here it is. It's all about Wee Geordie MacTaggart, a small Scotchman who wanted to be bigger. He got bigger, too — until he turned out to be almost six and one-half feet of good Scottish bone and brawn . . . an Olympic champion in the shot-put, but not much of a lover.

It's warm, friendly humor of the most enjoyable kind. Fiction, of course.

★ ★ ★

• *One-Dog Man*, by Ahmad Kamal; Random House.

Three boys and a dog, and a grown-up man. Fabulous battles, boyish excursions from home, a tree house, a deep-sea diving outfit, catastrophe at a concert, an epic spanking. . . .

This book appeared in a slightly shorter form a while back, as a magazine story entitled *Randolph*. It was well liked, deeply enjoyed in that version, and will be in this. Homey, heart-warming, humorous — as only boys and a dog can be.

★ ★ ★

Reviewed and chosen by BuPers, these books and others hot off the presses are yours to enjoy. Check with your librarian.

New Book Series Emphasizes Role of Sailor-Citizen

To implement the idea that in America a sailor is essentially part of the citizenry and should be educated in democracy's concepts, a series of books entitled *Your America* is being distributed by the Bureau of Naval Personnel to recruiting centers and the Fleet.

Purpose of the series is "to impart a deeper understanding and appreciation of American democracy, its concepts, ideals and practical operation, and to develop in the men and women of the Navy a willingness and an ability to assume their share of active, responsible citizenship," states information in the publication's masthead.

The series covers "Democracy and Totalitarianism," "Democracy in Our Everyday Life," "Privileges of American Citizenship," "Responsibilities of American Democracy," "The Place of the Armed Forces in Our Democracy," and other related subjects.

Rice Paddy Navy's Action In World War II Described

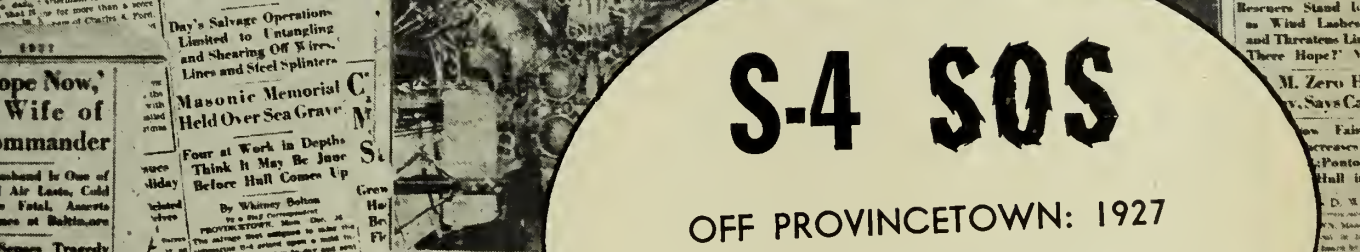
SACO — *The Rice Paddy Navy*, by Roy Olin Stratton, CDR, SC, USN (Ret); C. S. Palmer Publishing Co., is a book about a group of 3,000 U. S. Navymen who fought in World War II in company with 100,000 Chinamen, far behind Japanese lines. Its author was a member of the group — a Supply Corps commander who had come up from the ranks. His book is described as the greatest story ever written about the part SACO, the rice paddy Navy, played in the Pacific theater of World War II.

The book is coming out in a limited edition, aimed primarily at personnel who were attached to the unit. Nevertheless, it will be of interest to 'most anybody who likes an off-the-trail story of the fighting Navy. The publisher's address is 2 Marble Ave., Pleasantville, N. Y. Price: \$5.00.

...apped in Submarine S-4, Sunk by ...
 ...med at Provincetown, Down in 108 Feet of Water
 ...Off Provincetown
 ...Five Officers, Crew of 39,
 ...Sister Ship of ...
 ...S-31, Lost With 33 Two Years Ago, Is Struck 180 Yards Off Guard Station
 ...ough Sea Hampers

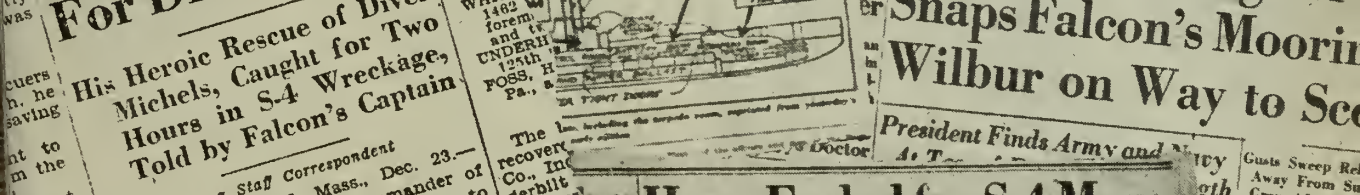
Gale Blocks Rescuers As 6 on S-4 Use Last Oxygen. Divers Try To-day to Get Air In by Torpedo Tube

Deny Hoover's
Divers Clear
Wreck Snarl
On S-4 Deck
Day's Salvage Operations Limited to Untangling and Shearing Off Wires, Lines and Steel Splinters
Masonic Memorial Held Over Sea Grave
Four at Work in Depths Think It May Be June Before Hull Comes Up
By Whitney Bolton
 ...PROVINCETOWN, Mass., Dec. 24.—The salvage team continued today to clear the wreckage of the submarine S-4, which was sunk by a German U-boat on Sunday night. The divers are working in the depths of the water, trying to get air into the submarine by the torpedo tube. The operation is being hampered by a gale which is blowing from the north. The divers are working in the depths of the water, trying to get air into the submarine by the torpedo tube. The operation is being hampered by a gale which is blowing from the north.



S-4 SOS
OFF PROVINCETOWN: 1927
 Six men were locked inside sunken submarine S-4, praying for rescue. From the book by Tom Eadie, I Like Diving, reprinted by permission of the author.

Congress Medal Of Honor Asked For Diver Eadie
His Heroic Rescue of Diver Michels, Caught for Two Hours in S-4 Wreckage, Told by Falcon's Captain
By a Staff Correspondent
 ...PROVINCETOWN, Mass., Dec. 23.—Captain Henry Hartley, commander of the submarine tender Falcon, sent to Congress to-day a letter recommending the Medal of Honor for chief gunner's mate Thomas Eadie, who last Sunday night at extreme personal peril rescued F. G. Michels, a brother diver. Michels is in the navy hospital at Charlestown Navy Yard, recuperating from an extreme case of "bends." Heavy seas were running when Michels went down into the turbulent, frigid water. Eadie bade him good luck and went to his bunk to rest and make up a little sleep between plunges. Michels's dive was accomplished without incident but he had been down only a few minutes when his line became fouled in a U-shaped piece of wreckage on the Paulding, the Coast Guard cutter, which was rammed and sank. In the wreckage were six men, including the torpedo room, captured from yesterday's recovery.



Gale Halts Salvage of Snaps Falcon's Mooring Wilbur on Way to Sea
President Finds Army and Navy
Hope Ended for S-4 Men; Salvagers Not Expected To Lift Hull Until Spring
Phone Saves Ellsberg From Death At Grave of S-4 on Bottom of Sea
Deep Sea Inspection by Lt. Ellsberg, in Which Diver Nearly Loses Life, Commends Navy Efforts Vain
Bodies To Be Left Till Wreck Is Raised
Divers Boring Under Keel for Pontoon Chains While Hose Line Pours New Urethane Air Into S-4 Tube

By Whitney Bolton
 ...PROVINCETOWN, Mass., Dec. 24.—The salvage team continued today to clear the wreckage of the submarine S-4, which was sunk by a German U-boat on Sunday night. The divers are working in the depths of the water, trying to get air into the submarine by the torpedo tube. The operation is being hampered by a gale which is blowing from the north. The divers are working in the depths of the water, trying to get air into the submarine by the torpedo tube. The operation is being hampered by a gale which is blowing from the north.

S-4 SOS



Tom Eadie, GMC

Navy chief. "I'm glad to know you," said the President after the introduction, "and I thank you for your services."

Chief Gunner's Mate Tom Eadie gulped out some kind of a reply, and the President turned to look at some of the others in the room. "Quite a large gathering," he said.

"I come of a large family, sir," said the chief.

Introductions over, the party moved outside onto the White House lawn where presentations of the Congressional Medal of Honor are customarily made. When the principals of the ceremony, spectators, photographers and newsmen had reached their proper places, the Honorable William D. Curtis, Secretary of the Navy, commenced reading the citation:

"For display of extraordinary heroism in the line of his profession above and beyond the call of duty on 18 De-

WHEN the submarine S-4 was sunk off Provincetown, the disaster was due to so many little things, one after another, that a man couldn't be blamed if he came to think Fate took an active hand, as if some power actually did one thing after another to make sure of killing those forty men who were in her.

To begin with, the submarine and the Coast Guard destroyer that hit her were practically the only vessels anywhere near the entrance to Provincetown Harbor on that rough winter afternoon. There was a stretch of clear water seventeen miles broad, and only the most exact calculation could bring the S-4 up from her submerged run at exactly the second and exactly in the spot where *Paulding*, the destroyer, couldn't help hitting her.

If she had come up ten seconds sooner, her periscopes would have cleared up enough so she would have seen *Paulding* rushing down on her. If either boat had been a scant hundred feet from where she was, there would have been no collision.

But they did meet, and *Paulding* rode right over the submarine's forward deck and sliced into her battery-room, breaking off a part of her own stem and leaving it in the gash.

That was at 3:37 on the afternoon of Saturday, 17 December 1927, and I first heard of it through a telephone message from the Newport torpedo station to my home in Newport, at 6:15.

I had been in Fall River with my wife and daughter that afternoon, doing Christmas shopping, and we had just come home and had had our supper.

"Come to the station immediately," was the message

on the phone, "The S-4 has been sunk." I was in civilian clothes but I changed into uniform, begged a ride to the ferry—which is about a mile from my home—and caught the boat that left at 6:25. I remember that during the whirl of changing my clothes, my wife was standing by, wildly anxious, and I was trying to tell her what had happened and dress speedily at the same time.

At the station I was met by Commander Causey, the executive officer. He told me details of the disaster, and asked me what gear would be required. I said, "Hardly any. The rescue ship, *Falcon*, will undoubtedly have all the gear that is needed."

We reached Provincetown at 12:30 that night. *Falcon* wasn't in; she had been at New London, and on the first confirmed report had begun to make ready for a quick start. They were all ready to let go and start when the report was confirmed; she was under way sixty-eight minutes after the first report reached her. She got in early the next morning.

A young gale had been blowing all afternoon and evening, and next morning—Sunday—it was even worse. The only boat safe for us to go out in was a surf-boat belonging to the Coast Guard at Wood End.

They took us out, with a dory towing astern of the surfboat. When we got out to the scene of the wreck, it was so rough we couldn't go alongside *Falcon*. So we went to windward of her, and two of us got into the dory. I was one of the two.

Captain Hartley of *Falcon* met me. "Eadie," said he, "you'll be the first man to go down."

Today Tom Eadie, one of the Navy's most famous divers, lives in retirement in Newport, R. I., a highly respected citizen of a city that likes its Navy men and which had presented its own "Medal of Honor" to the nine divers who left there to take part in salvaging the sunken S-4.

Two years earlier, Eadie had taken part in the salvaging of the submarine S-51, which had been run down and sunk at sea some 18 miles south of Newport. The two submarine disasters had pulled the heart-strings of the nation.

Here is Eadie's story of the events during the salvage operation on USS S-4 for which Congress and the nation awarded him its highest honor.

2

ALL HANDS

I said, "All right, sir, as soon as I get into my gear."

We were not even sure then that we had S-4's position. The Coast Guard had grappled and had hooked some object on the bottom. But what they had caught onto could not be known until the catch was proved by a diver.

Falcon was anchored right over the submarine, on the mark set by the Coast Guard. She wasn't moored out, for there was too much sea running to place moorings, and it wasn't yet sure we had found the submarine.

I went over the side on the stage. It was bitter cold; the vessel was rolling, and but for the many hands that crowded to hold the stage steady, I should have been smashed against *Falcon's* side.

They lowered me quickly, and I was soon below the send of the sea; for you get the forward motion of a sea only so far below the surface as its height above the surface. That is, a wave five feet high will give you a send five feet below the surface. When you get deeper than that, the only effect of the sea on the diver is the varying pressure when a wave passes over him. This is a serious effect—and in deep sea work, when there is always more or less of a swell, it is always present. If a wave two feet high passes over you, you get a sudden increase of pressure amounting to one pound a square inch—really almost a ton on your whole body.

As soon as I was well under the water, I tested everything—telephone, valves, and the suit for leaks—and then left the stage and slid down on the grapnel line. On that dive I wore a suit with gloves on it, and carried nothing but a hammer with me. The hammer was for the purpose of tapping signals on the various compartments of the submarine, though I never for a moment thought there would be such a thing as life aboard of her.

I went down one hundred feet in less than fourteen seconds, and landed between the two periscopes. I had come down so fast that my shoes hit there with a clang that was heard by the six men imprisoned in the torpedo room. And I thought I heard a signal.

I said at once over the telephone, "It is the submarine." Then I looked around. The visibility was very poor. The current was running thwartships, and stirred up the mud, making the water terribly murky. To make it worse the sky was overcast, and so there was very little light there at all.

I jumped down to the forward deck locker, and this time I heard another signal, and heard it plain. They were pounding inside of her, and I said: "My God, a signal!"

I knew exactly where it came from, and I didn't have to waste my time running around frantically hunting for it, but could run directly to it. I had to climb over the gun, which was slewed around to port, and had its breech up and the muzzle down.

As I walked—or rather, ran—along the narrow deck, I found loose pieces of wreckage lying about, bits of metal that I could pick up and throw overboard. They were bits broken off *Pauldine* and off S-4's own superstructure deck. Larger twisted and bent pieces were all snarled up in a heap forward of the gun.

I climbed over the gun and into a tangled mess of wreckage. The way she looked, she was far worse off than the other sunken sub I had worked on, S-51, had ever thought of being—that is, going by the open wreckage you could see.

I picked my way over the mess to the place where I knew the sounds were coming from, the torpedo loading

hatch. This is the only opening from the deck into the torpedo room, and the way those men would have had to come out if they came at all. The men were pounding on the torpedo room hatch, which is just inside the loading hatch.

I banged with my hammer a number of times on the hatch, holding my other hand down on it to feel the vibration of any response. I got a response at once, and it seemed to hit right under my hand. They made six taps. Every time they signaled, it was six taps.

The vibration of it was so strong that it was transmitted through my body and to my telephone line. The man tending my line told me afterward that before I told him there was life aboard, he already knew it. He said, "I could hear your signal and their answer, and I couldn't tell the difference between them."

As soon as I heard their answer, I banged the hatch again a few times as a message of good cheer; I didn't have any Morse, but I just let them know we were on the job. I telephoned to the topside: "Life aboard in the forward torpedo room." Then I headed toward the bow of the boat, telling them over the telephone I was doing so. I found the bow was covered with mud. This showed that the boat had gone to the bottom on a sharp angle and had scooped up the mud with her bow. She was lying a level keel, both fore-and-aft and athwartships.

The idea of going forward to the bow was so that the people topside could trace my bubbles and so know the boat's position as she lay on the bottom, and would know how to set the moorings as soon as it was possible to go to work.

I reported every bit of information as fast as I came to it. I told them: "There is a mess of wreckage. . . She looks very bad, worse than the 51 . . . I am on the hatch . . . I am on the bow . . . Her bow is covered with mud . . . I am now going aft."

3

All this time the men inside never sent another signal. I figure that they knew what I was doing, and that I would try to signal other compartments. If I did, and they replied, they knew it would only confuse me, and so they kept still.

Now I ran along the deck, going aft, until I was brought up by a sudden jerk. In my anxiety to cover the ground as fast as I could, I had not been as watchful as I should have, and I had run into the boat's tangled radio antenna, which had been carried away by the collision.

They noticed on topside that I had stopped, and that I hadn't traveled the length of the boat. "Are you in trouble?" the tender asked. "What's happened?"

"I'm foul in the antenna, but I'm all right and can clear myself shortly." I did get clear and tried to move farther aft. Still I couldn't; I was held up somewhere. I pulled at my hose and life line to get some slack, and it wouldn't come. Then, looking up, I saw that I was foul round the submarine's little yardarm.

"I guess I can't get any farther aft," I told the topside. "I'm foul on the yardarm. But I'll lie down and stretch out as far as I can and try a tap." As it was, I did just reach the engine room hatch, and sent a few signals without getting any response. And then I was perfectly assured that there was nobody alive inside the boat except the men in the forward torpedo room.

I told topside then I had completed my inspection and opened the hatch, and what did they want me to do. They

answered, "You've been down long enough. Stand by to come up; we have another man ready to go over."

This man was Bill Carr, and while I was going up he was coming down; I saw him pass me. On topside, as soon as they knew there was life aboard the submarine, they got the oscillator of their submarine signal system overside and sent signals to the men in the submarine. I think the first signal—they were in Morse—was to ask what conditions were. The answer was: "There are six in the torpedo room with fifteen inches of water and a slow leak."

The next thing to try was to put air into the compartments.

By this time it was getting dark and the sea was getting worse all the time. Every time you went over the side, it was an attempt at suicide, because of the sudden increase of pressure every time a sea went over you. The rise and fall of the waves was ten feet, which meant five additional pounds of pressure suddenly applied and then suddenly taken off every square inch of your body.

It was bitter cold. The seas by this time were coming aboard *Falcon*, and the tenders standing along the rail and holding the man's lines, or watching his air or handling his telephone, were hit by the spray and solid water that came over the rail and were rapidly coated with ice.

Before a diver going over the side could get under water, the spray and wind had made him a mass of ice.

But Captain Ernest J. King (temporarily assigned as salvage force commander) said, "We must get air in there tonight. It's tonight or never." So they looked around for the best man to send and decided on Fred Michels. He went down, taking a second air hose.

When he had been down three quarters of an hour, and they had heard nothing from him for quite a while, they grew anxious. He said he was badly fouled and asked them to send me down. They couldn't understand him very well, but he seemed to be saying: "Send Eadie. Cutters, Eadie, cutters."

4

They came down for me. I was in my bunk; it was about five and a half hours since I had made my dive, and after an hour below, I had been decompressed on board *Falcon*. I had got warm, had something to eat, and turned in and gone to sleep. Captain Hartley, the commanding officer, came down himself and woke me. "Mike is foul," said he, "and it looks kind of bad. Will you go after him?"

"Yes, sir," I said. "I'll be up as soon as I can." And I was in such a hurry that, instead of putting on three suits of underwear, as we usually did in that cold weather, I put on only one. Also I asked for a suit without any gloves, for I knew I should need the freedom of my hands.

The temperature of the water was thirty-four degrees, and putting your hands into it was like putting them into freezing brine, and was extremely painful.

To save time I went down on Michels' own line, carrying a thousand watt lamp, and landed close by Mike, who was lying in the wreckage on deck forward of the gun. He had never made his connection at all.

Mike was lying face down in the wreckage, and there were at least eight turns of his lines woven back and

forth across his back. There must have been one hundred and fifty feet or so of his hose and life line laid back and forth across that deck.

Mike's pickle was due to the storm that was blowing on the surface. *Falcon*, lying to an anchor, naturally would yaw. As she went off to one side, Michels' line would become taut, and the tender would have to give him some slack or haul him off the deck of the sub. As *Falcon* came back, the slack caught in the wreckage. As it came across it just happened to land across Mike's shoulders and pressed him down on the deck.

I first tried to clear him. I saw one bight that was caught in an angle iron, down on the side of the boat, that was bent into a U-shape. With all my strength I couldn't pull it out.

I wasn't talking to topside much. I simply told them, "It's quite a mess down here. Don't bother me." As a matter of fact, I had never seen such a mess.

I telephoned up for a hacksaw and told them to shackle it onto my light wire. When I got it, I went over to Mike. I hadn't spoken to him, for the topside had told him I was coming. I was close to him and he knew I was there; he kept pointing to where he was foul, and I would make a motion that I understood. He was really only a dim outline in the muddy water.

The hacksaw came down very quickly, and I took the light over to Mike, placed it in his hand in the position where it was needed, and told him to hold it there. He was within five or six feet of that U-shaped iron, but he couldn't get over to it. He was so held down that he couldn't even get his hand to his air control valve. Had it been shut off—for instance to telephone—he would have suffocated. That was why they couldn't get his messages very well; he was in a position where he couldn't shut off his air to use the telephone well.

He held my light, but in less than a minute it flared up into my eyes so I couldn't see a thing. He couldn't hold it, but I didn't know that. I got kind of angry, and shook him and, putting my helmet close to his, yelled, "Hold it there!"

Then it flared again. He had dropped it.

This time I realized something was wrong with him. He would have helped me if he could. As a matter of fact, he was now unconscious; his suit had become cut and was full of that ice water—and he couldn't move to keep his circulation going.

So then I took the light and put it against that gun mount, and finally I got to work sawing that angle iron. It was a miserable job. The iron was loose, and I had to hold it with one hand and saw it with the other. It was in an awkward place, near the edge of the superstructure, and I had to lie down right by Mike to work. I had to go slowly and carefully, too, for a hacksaw blade is brittle, and if I broke it, it could cost time to get new blades. And time was the breath of life. I could last only about so long, and Mike could live only about so long.

It took me forty or forty-five minutes to cut through that stout angle iron. Inside the boat they never made a sound; they undoubtedly thought that whatever we were doing was toward their rescue. It was very cold, and my hands were aching terribly.

Finally I got through, but here was a new misery. Lying down to cut it, a sharp angle in the wreckage had cut my own suit, and I was wet to the neck.

As soon as I had worked the slack back and forth and

got some more, I stood Mike up. I still thought he was conscious, though he didn't help me when I pulled him up.

I telephoned the surface. "Take in the slack on his life line and hose," I told them, "and tell Mike to follow me to the descending line."

As I was going along toward the descending line, I felt myself getting bouyant. "Stop pulling me," said I.

"We aren't pulling you," they answered, and I turned round quick and saw Mike's feet floating about level with my face plate. I grabbed them and pulled them down.

It was found afterward that one of us had taken a turn in the other's life line, and his bouyancy was pulling me off the deck. But at the moment, I merely tripped his spitcock to relieve his bouyancy. Even then I didn't realize he was out. I simply wondered why he didn't work with me.

I closed his spitcock again; then I motioned him to come toward the descending line and held the light to show him the way. In a moment I looked around, and again I couldn't find him. But topside said he was all right because they now had all his line except just enough to reach the bottom, so they knew I had him clear.

We didn't know how bad things were. *Falcon* had begun to drag anchor in the gale. She was drifting so badly that she had dragged her anchors four hundred and fifty feet, even though two other ships had their moorings out and had their lines on *Falcon* trying to hold her in place. *Falcon* has anchors a thousand pounds heavier than ships of a like size, so you can see it was blowing some topside.

It meant that Mike and I were at the extreme end of our lines. Captain Hartley figured that in five to twenty minutes longer, if I hadn't got Mike clear, we should undoubtedly both have been left there. So time was even more precious than we had any idea.

I was still carrying the light, and when I got to the surface the light of it showed Michels lying blown up, on the surface! They didn't know he was on the surface.

They got the stage over and got me aboard and rushed me into the decompression tank. There were already three other men in there, waiting to take care of us. The three of them took my suit off and were still at it when Mike was passed in; he was stiff as a board.

His eyes were rolling in his head; he was frothing at the mouth and making a gurgling sound, and we had to cut his clothes off him, diving suit, underwear, and all. He had a pair of woolen gloves on, and, even though we cut them, his fists were clenched so tight it took the strength of two men to open his hands and make him let go.

According to the decompression tables, we should have been under a pressure of thirty pounds, but when I saw his condition I ordered the pressure run up to sixty pounds to relieve the 'bends'—for it looked as if he might have a serious case of them on top of the exposure. However, he didn't; it turned out to be only a bad case of exposure.

They took an hour to run the pressure down to thirty again. I said to the other fellows: "Men, you've got to work," for it looked as though we'd lost him after we thought we had saved him. The three men and I massaged his body, slapped his face, and in general gave him a beating.

Cold as I was myself, I never felt it until I noticed that Mike was apparently coming round. Then I began to

shiver. I lay down right onto Mike, both of us naked and under blankets, to share the heat of our bodies. It was 11:40 when we entered the tank; it wasn't until 3:30 that Mike regained consciousness and could recognize anyone.

5

He was still very weak in the morning, and it was thought that to save his life he ought to be taken to the hospital. The only safe way to get him there was in a decompression chamber, and as *Falcon* was the only ship that had a decompression chamber, she had to be used.

That was the reason she left the scene, and I think it was a thing worth while doing; it saved Mike's life and weather conditions at the wreck were so bad that diving was impossible. This was Monday morning, and we had one more signal from the submarine before *Falcon* left.

All through the storm, the only line *Falcon* had on the submarine was the descending line. As the ship yawed or dragged, this line had to be tended by hand. Before *Falcon* left for Boston, she buoyed the line and let it go. This was the buoy that carried away in the storm and lost the S-4's position for us.

With Fred Michels safely ashore, I went back to Provincetown with *Falcon*. This was the trip that was so much criticized at the time by people whose imaginations had been seized by the picture of those men shut up below, suffocating gradually, while their only possible rescuer was gone to Boston. Those people couldn't be blamed for their feelings, but they simply didn't know the actual conditions and didn't know that nothing could be done while the storm lasted.

On Tuesday we lay near the wreck, but we couldn't see much in the storm, which was then at its height. The marking buoy was seen late in the day and was gone on Wednesday morning, so we figured it must have been carried away during Tuesday night.

The sea was rising at sunup, and as it came full light we saw the buoy was gone. Working boats from *Falcon* and the Coast Guard immediately started sweeping for the sub; only a small area had to be covered, but the water is very deceiving. However, the boats soon got the S-4 again.

As soon as the submarine was located, they put a descending line on it. Life had ceased to exist on board, however. We didn't know it, but the officers did.

Nevertheless, we went ahead on the possibility there was a chance.

The submariners had never hooked onto the main salvage line, from which they might have been able to get air, as the tube to the various compartments was called. Michels had tried to do it, but was fouled and then forced away from it.

Another submarine that was lying nearby had signaled to the people inside the wrecked vessel to take out the gags from the inner end of the salvage main; they replied they had done so, and got water.

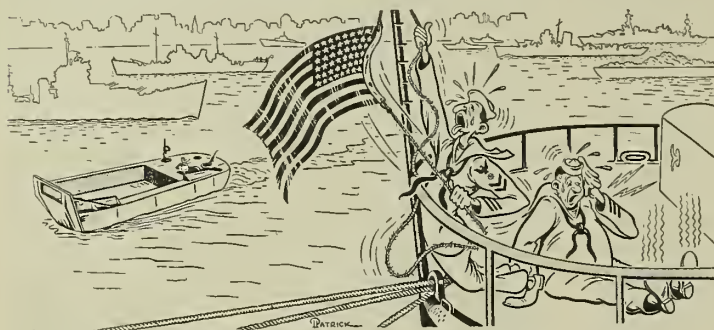
This led us to believe that the line was ruptured. The same thing had happened on the S-51, so we were not surprised. But after we got the S-4 to the Navy yard it was found that this line was intact—the water that had come through was merely condensation.

My own idea is that as soon as they saw that water coming in, with fifteen inches already on the floors from leaks, they said, "Well, here's one leak we can stop anyway," and shoved the gag back before the condensation water had run out.

TAFFRAIL TALK

RECORD-SETTERS' department: Ten days in Marseille, good liberty or no, was about all the quartermasters of *uss Algol* (AKA 54) could stand. During that time the ship must have set some kind of a record for wear and tear on signal halyards, shoe leather, and quartermasters in general.

A note from the CO gives the details: "*Algol's* berth placed her directly in the Rhone-Marseille canal, with the result that approxi-



mately 25 vessels, including tugs with long strings of barge tows, passed by daily. Of these a total of 193 vessels dipped their ensigns to us."

It was undoubtedly worthwhile in international relations, the CO says, and "not to be outdone by fine Latin courtesy and with a high regard for paragraph 2167 of Navy Regs, *Algol* answered dip for dip."

Sequel to the story (so they say, anyway) is that out at sea once more, some of the quartermasters were overcome by the quiet.

* * *

That supposedly cutting remark that boatswain's mates make when asked what they're doing — "Well, sonny, I'm building a rudder for a duck's after end!" — is no longer the devastating reply they would like it to be. For the information of seamen who are supposed to slink away with red ears and blushing cheeks — don't do it. Tell the boatswain right back that such a rudder actually has been built.



At least that's the information we have from L. Gillion, who's a BMC himself on duty at Yokosuka, Japan. He writes that E. E. Sevier, BM1, USN, is the "genius who invented and constructed this ingenious duck. . . . In addition to the rudder, this full-rigged duck has, for eyes, port and starboard running lights."

* * *

Name of a Navy dental education film: *Swab Your Choppers.*

The All Hands Staff

ALL HANDS

THE BuPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget on 29 April 1949, this magazine is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

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DISTRIBUTION: By BuPers Circ. Ltr. 162-43 (NDB, cum. ed., 31 Dec. 43-1362) the Bureau directed that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicated that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the directive.

In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issues.

The Bureau should also be advised if the full number of copies is not received regularly.

Normally, copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corp. Requests from Marine Corps activities should be addressed to the Commandant.


REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB" used as a reference, indicate the official Navy Department Bulletin.

• **AT RIGHT:** Keeping her constant vigil of New York harbor, Liberty greets a Navy blimp, part of the daily procession of sea and air travelers from all parts of the world. ➔

ALL HANDS

**ARM
OF
LIBERTY**



A black and white photograph showing four hands of different skin tones pulling on a thick rope. The hands are positioned vertically, with the top hand at the top of the frame and the bottom hand at the bottom. The rope is being pulled upwards, creating a sense of tension and teamwork. The background is a dark, textured surface.

**PULLING
TOGETHER**

**ARMED
FORCES
DAY
20 MAY**

ALL HANDS

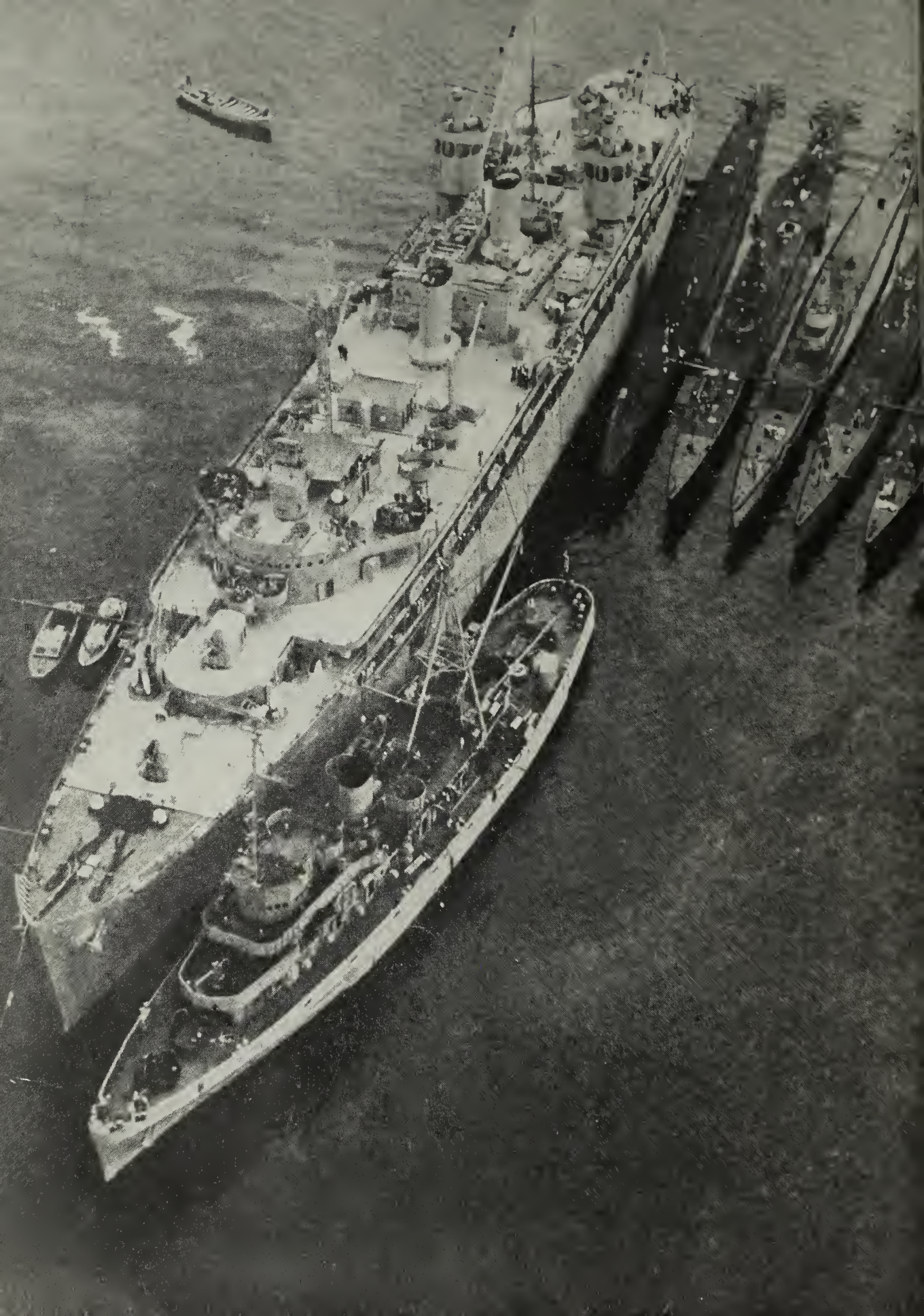
THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

NAVPER-0



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JUNE 1950



ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

JUNE 1950

Navpers-O

NUMBER 400

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TABLE OF CONTENTS

	Page
Panama Passage	2
The Word	4
Jolly Good Liberty in London	6
Energy and Ingenuity Build EM Club	11
Pills Will Help You Keep Food, Lose Cold	12
Navy Sports Roundup	14
They Keep Our Destroyers Shipshape	17
Will Sandblasting Replace Chipping Hammers? ..	21
Sea-Going Civilians	22
Letters to the Editor	24
Sky-Going Wave	29
War Souvenirs Make Lethal Playthings	30
Today's Navy	32
Servicescope: News of Other Services	40
Bulletin Board	42
250 Selected for CPO	42
NavCad Training Open to EMs	45
Hazardous Duty and Special Pay	46
Fleet Cruises for Midshipmen	50
Legislative Roundup	54
Directives in Brief	56
Books: Romance and Adventure	58
Book Supplement: <i>Return to the Rock</i>	59
Taffrail Talk	64

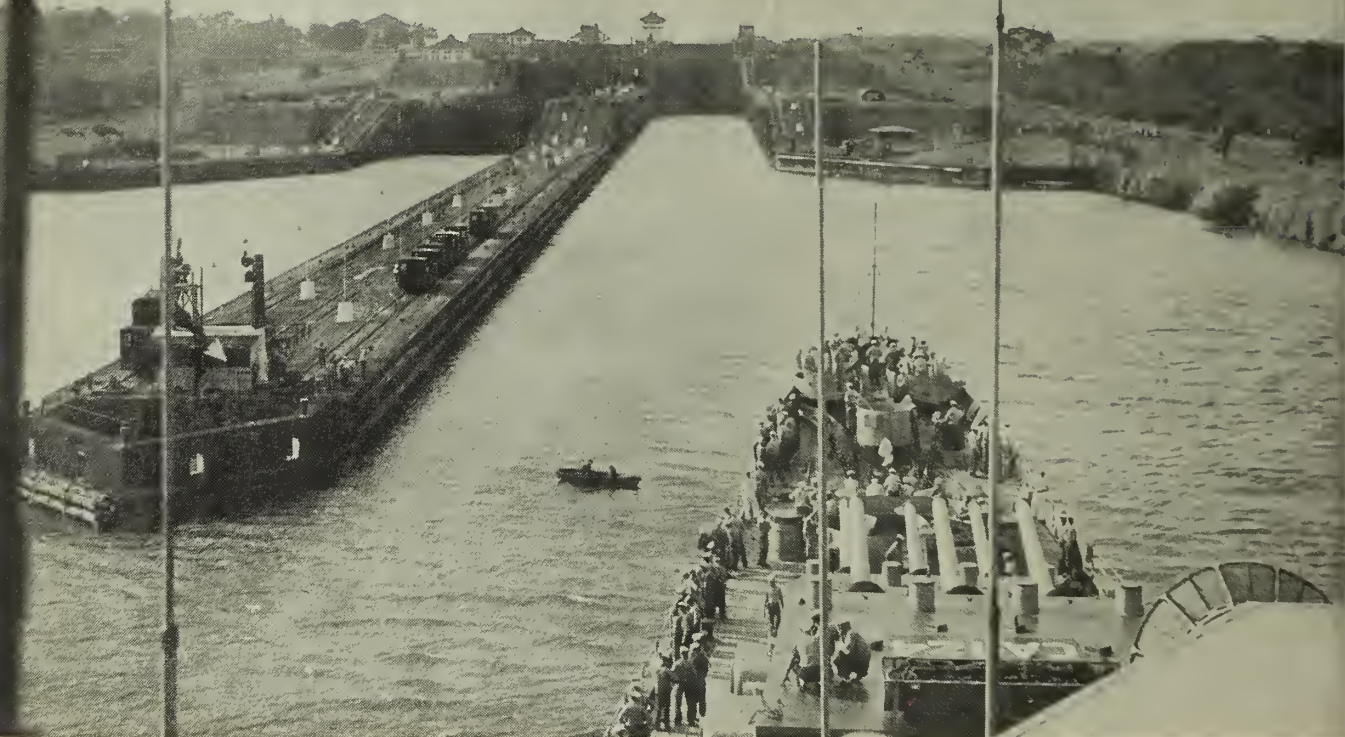
● FRONT COVER: With spring in the air and trees in blossom, Clark Kunkel, MA1, USN, of Riverside, Calif., finds the setting appropriate for exchanging a few words with Rose Phylliss Williams, SA, USN, of Detroit. — Photo for ALL HANDS by LT E. L. Hayes, USNR.

● AT LEFT: All units of this squadron were present in San Diego Harbor when this unusual picture was taken from a helicopter. Units are *uss Sperry* (AS 12), *uss Greenlet* (ASR 10), *uss Blenny* (SS 324), *uss Blower* (SS 325), *uss Charr* (SS 328), *uss Perch* (SSP 313), *uss Barbero* (SSA 317), *uss Redfish* (SS 395), *uss Ranguil* (SS 396), *uss Segundo* (SS 398) and *uss Remoro* (SS 487).

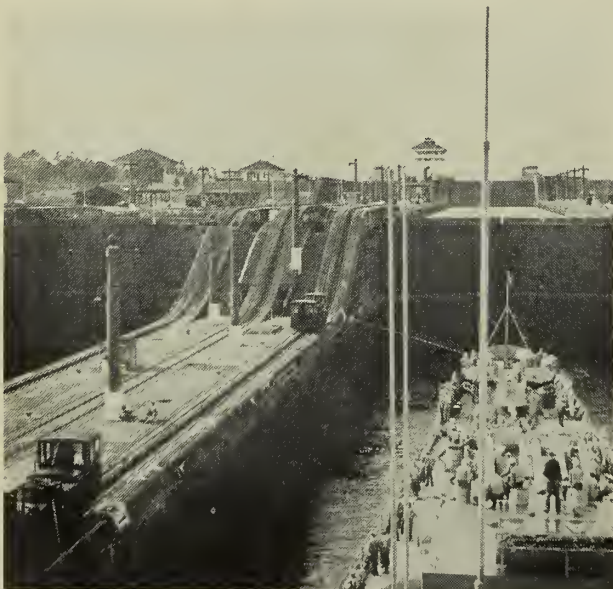
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**TENDER
CARE**

Panama Passage



BEGINNING southeastwardly passage to Pacific USS Rochester leaves Atlantic and noses into Panama Canal.



2—MULES take the cruiser in tow as she enters three-stage Gatun Locks to be raised to level of Gatun Lake.

STEAMING across the Isthmus of Panama, the heavy cruiser *uss Rochester* (CA 124) and her crew are here experiencing an adventure that has been shared by thousands of ships and millions of people in the past 35 years. Still, it is an adventure which few men have experienced often enough to weary of it.

Seldom, and in few of the world's places, will most deep-sea ships be this closely associated with the land while traveling this far. In Suez, yes — but in the Suez Canal the ship is in her native salt water all the way, while here she moves for many miles on a rain-fed jungle lake. And in Suez she isn't required to climb hills.

The Panama Canal . . . what manner of tales it could tell!

Up 85 feet, across Gatun Lake and through Gaillard Cut and down again — in that order or reversed. . . . Perhaps a hundred thousand times it has been done — by freighter, battleship, yacht, tugboat and all the craft between. And once a man swam it, paying his fee by the ton, like any other vessel.

In this age of wonders, this masterpiece of engineering and ingenuity, the Panama Canal, has come to be taken pretty much for granted. Yet because of it, treacherous Cape Horn is a lonely place where ships are seldom seen.



3—LEAVING Gatun Lake cruiser enters Gaillard Cut. In this stage of passage she crosses Continental Divide.



6—TWO LOCKS at Miraflores return ship to sea level. Chains across locks prevent damage through ramming.



4—SAILORS in gun tub get close-up of one of electric 'mules' which hold ship steady, move it through locks.



7—LAST LAP at Miraflores. When lock is drained to sea level and opened ship will again be back in salt water.



5—SINGLE-STAGE Pedro Miguel Lock lowers ship from level of Gatun Lake to Miraflores Lake near Panama.



8—RAILS are lined with sailors as *Rochester* leaves Miraflores Locks to steam into the Pacific at Balboa.

THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

• **RECRUITING DUTY** — The recruiting duty eligibility waiting list maintained by the Bureau of Naval Personnel is nearly exhausted. BuPers desires requests for this duty from men who can meet the qualifications.

BuPers Circ. Ltr. 45-50 (NDB, 15 Apr 1950) points out this situation, and requests COs to recommend only those men who, in their opinion, are exceptionally well qualified for recruiting duty. It further requests that all commands give the circular letter wide publicity to all personnel, especially those eligible for assignment to this duty. The Co's forwarding endorsement should be in accordance with the provision of the following two references, the directive states:

• BuPers Circ. Ltr. 36-50 (NDB, 15 Mar 1950).

• Article C-5208, BuPers Manual 1948.

BuPers Circ. Ltr. 36-50 gives all the latest information on sea-shore ro-

tation of personnel. See **ALL HANDS**, May 1950 (pp. 44-45).

Article C-5208, BuPers Manual 1948, gives a full outline of requirements for prospective recruiting personnel.

• **SOPA DESIGNATION** — A change in procedure for indicating the senior officer present afloat of U. S. ships in a foreign port has been announced by the Navy Department.

In foreign harbors, when the senior flag officer in command is absent for more than 72 hours, his command (subject to any directions from this flag officer) will temporarily be assumed by the senior officer present of the unit who is eligible for command at sea. The senior admiral's flag will be hoisted in the ship in which the temporary commander is embarked. However, this will be accomplished without the traditional salute.

Previously, when the senior flag officer was absent, only the SOPA pennant was flown from the yardarm of the ship in which the temporary commander was embarked.

• **LEAVE RATIONS**—Enlisted personnel drawing basic allowance for subsistence (BAS) in the amount of \$2.25 where they are stationed will now lose that allowance temporarily when they go on leave. Instead, they will draw leave rations (BAS) in the amount of \$1.05.

Personnel in this category have previously been eligible to draw \$2.25 a day for subsistence while on leave from a station where rations in kind are not provided for them.

This change is contained in Alnav 40-50 (NDB, 30 Apr 1950). This Alnav will equalize the amounts paid for subsistence while on leave of all personnel in the Navy.

Enlisted personnel entitled to special foreign duty per diem station subsistence allowance, however, will continue to receive such allowance as long as they are on leave outside the continental limits of the U. S. While on leave in the U. S. they too will be entitled only to leave rations.

• **ADVANCE PAY** — Enlisted personnel as well as officers and warrant officers can now get an advance of up to three months' basic pay upon changing their permanent duty station.

For enlisted personnel, this advance is made possible by a new regulation contained in Alnav 41-50 (NDB, 30 Apr 1950) which replaces an old regulation which allowed enlisted men to draw up to three months' advance in subsistence and quarters allowance but not basic pay.

Under Alnav 41, an EM may be paid one month's advance pay (less applicable deductions) at his own request if he is transferred to a new duty station. He may be paid up to three months' advance upon change of duty if his request is approved by his commanding officer.

The more liberal provisions have been in effect for officers for some time. Alnav 41 broadens the existing provisions, however, in that it extends the advance of three months' pay to officers who transfer from one shore station to another shore station.

• **PROMOTION EXAMS** — Officers taking a formal course of instruction 10 months or more in length at the time they are scheduled to take a promotion examination, or who have completed such a course within the preceding three months, are exempted from taking certain parts of the promotion exam.

These officers will be examined in the "executive" area only, with their records being examined in the other areas covered by the examination, according to Alnav 42-50 (NDB, 30 Apr 1950).

Navy Strength 383,731 MarCor Totals 77,700

Navy enlistments during the month of March tallied up to 8,009 while those of the Marine Corps totalled 1,795.

In a break-down of these strength figures, the Navy listed 3,386 new recruits and 4,623 reenlistments; the Marine Corps listed 868 new recruits and 927 reenlistments.

Total strength of both the Navy and Marine Corps dropped off slightly during the month. Navy strength was reduced from 388,512 to 383,731, while Marine Corps strength fell from 79,500 to 77,700.

New Bridge Dedicated In Navy Hero's Honor

The town of Columbia, Tenn., has named a new bridge for a courageous Navy pharmacist's mate who died trying to save the lives of injured comrades.

John Harlan Willis, PhM1c, was killed by a Japanese hand grenade on Iwo Jima in 1945 while administering blood plasma to several injured Marines.

Eight times the Japs threw a hand grenade into the foxhole where Willis was tending the Marines. Eight times Willis picked up the grenades and threw them back. But the ninth exploded in his hand, killing him instantly. He was awarded the Congressional Medal of Honor posthumously.

An estimated 75,000 persons witnessed the dedication of the \$700,000 bridge across the Duck River at Columbia. John Harlan Willis Jr., son of the hero, cut the ribbon opening the new span to traffic.

• **DISCHARGE** — In order to be discharged from the service under the provisions of the Career Compensation Act, a Navy man must not only have been eligible for "saved pay" under the terms of the Act but also must have been eligible for "family allowance" at the time the new act went into effect.

Alnav 119-49 (NDB, 15 Jan 1950), the directive which applies, states: "Eligibility to apply for discharge is limited to personnel entitled on 1 Oct 1949 to include family allowance in saved pay."

This directive is cited as a clarification of a paragraph in the second in a series of articles published by ALL HANDS to explain the Navy's new pay regulations (ALL HANDS, April 1950, p. 54-57).

• **CIVILIAN CLOTHING** — Correspondence has been received by ALL HANDS asking whether the Navy provides an allowance for personnel assigned to duty that requires them to wear a civilian outfit. The answer is affirmative.

Eligibility for the civilian clothing allowance covers personnel assigned to a normal tour of permanent duty in a foreign country by orders specifically requiring civilian clothes. The orders are signed by the Chief of Naval Operations.

Payments made by the Navy include both an initial allowance to cover the purchase of the clothes and a quarterly maintenance allowance to provide for their upkeep and replacement.

If only one outfit, summer or winter, is to be purchased, the initial allowance is \$220 and the quarterly maintenance allowance is \$43.75.

If both a summer or winter outfit are necessary because of the climatic conditions of the place of duty, the initial allowance is \$390 and the quarterly maintenance allowance is \$47.50.

Very few Navy personnel are required by their orders to wear civilian clothes on duty, and therefore the allowance is currently paid to only a very few individuals. As an example, personnel ordered to duty with a special committee of the United Nations in a foreign country are sometimes required to wear a civilian outfit.

Regulations pertaining to this may be found in BuSandA Manual, paragraph 54209-4(c) and, in the same manual, Vol. 5, Appendix C. Miscellaneous Tables, p. C-2.



Good Ski Duty

Popular center for recreational activities at the Naval Operating Base, Kodiak, Alaska, is the Ski Chalet. Built in 1942 on a sloping hillside overlooking Anton Larsen Bay and Shilikoff Straits, it is the hub of military recreation.

Mountain climbing enthusiasts use the chalet as a base of operations in their attempt to scale Mt. Pyramid, one of the highest peaks on Kodiak Island (above). Right: Open slopes around the chalet afford near-perfect skiing and (below) ping pong, easy chairs and a refreshment bar indoors provide entertainment and comfort for the less energetic.



Jolly Good Liberty



HISTORIC Windsor Castle forms backdrop for Navy sightseers (above). Below: Sailor and Waves stroll along Thames River near the Tower Bridge.



LONDON — well known for pea soup fog that covers it like a blanket — is also well known around the fleet as a “good liberty port.”

More U. S. sailors each month are getting the chance to go ashore in the City-on-the-Thames to see just how true it is about the thick fog and the good liberty.

First thing you know, your ship may nose into a London pier and you will go ashore in the first liberty party. Right now you may not have the slightest idea which way to turn or where to go once you go down the gangway in London. This article should help you decide. . . .

Once you get the hang of the town, you will find London a city in which there is an abundance of things to do. You will see many similarities between London and the cities back home. But there are many differences too between the English capitol and some other liberty ports you know such as New York or Norfolk for example. Consider the language.

In New York, you take a girl to the movies; in London you take her to the “flicks.” In New York, you take the subway; in London you take the “underground” or “tube.” In New York, you go around the corner to the bowling alley or drive to a nearby race track. Not in London — here you stroll around the corner to the “skittle alley” or “motor to the race course.”

Even the beer is not the same. Beer (or “lager” as the British say) or ale is served not cold as it is in the U. S. but at room temperature. London is famous for its many quaint “publie houses” or “pubs” where lager is served.

These and other odd-sounding terms will fall strangely on the ear of the visiting American sailor during his first few days in London. As his visit lengthens, however, and he gets to know the city and the people, he will find himself using most of them himself.

One important thing to remember when you visit London is that it is old, yes, but it is proud of its age. The site where the city now stands was first conquered by the Roman emperor, Claudius, in 43 A. D. At that time, it held no more than a

n London

handful of Celtic fisherfolk. Today, 1907 years later, it has known several other conquerors, many kings and a great deal of history.

London today is not as gay or as carefree or as prosperous as she was when England was riding the crest of her economic and political greatness. She is austere, dirty in spots and scarred. But she is a great city and the Navy man on a visit there will do well to keep that in mind — the British do.

"She is a bit beat up, what with the bombs and all, but she is still London," a Piccadilly cabbie says to the visitor.

If you are lucky, you may find that your ship is tied up in a basin not more than 15 minutes by tube from the downtown section of the city. There are many of these ship basins along the banks of the Thames River which winds through the very heart of London.

These basins connect by locks with the river. They are necessary because of the heavy tide which may raise or lower the level of the river as much as ten feet. Ships up to medium size may squeeze through a lock and tie up in one of the basins.

Should your ship be located in one of these man-made ponds, you will be in a fine spot to start your tour of London. Here are some of the things you cannot afford to miss:

- *Westminster Abbey* — it is here that each new British king seats himself in the worn and faded Coronation Chair to be crowned monarch. Here also many of England's most famous men are buried beneath the Abbey's smooth stone floor. You will see too the grave of Britain's Unknown Warrior.

- *Buckingham Palace* — The official residence of King George VI and Queen Elizabeth, the King and Queen of England. The palace is set in the middle of a beautiful park (St. James Park) that was once a royal mulberry patch. The Royal Standard flies from the flagstaff on the roof of the palace when the King and Queen are at home. As you walk past, take a look at the heavy, wrought-iron locks on the gates — they are museum pieces.

- *Windsor Castle* — A half-hour's



GUIDE BOOK is a helpful companion on a tour of sprawling, war-scarred London — one of the world's most historic and hospitable cities.

train ride down the Thames River from London lies historic Windsor Castle, the chief residence of English rulers since William the Conqueror and a tourist mecca. Among the famous bones buried in the castle's royal mausoleum are those of Queen Victoria and Prince Albert. Round Tower, built of heavy stone blocks and surrounded by a deep moat, is the castle's most prominent landmark.

- *Houses of Parliament* — These striking, Gothic buildings are the equivalent of the American Capitol.

- *Tower of London* — Many acts of torture and bloody murder have transpired within the walls of the Tower, one of England's most distinctive landmarks. Only recently was the body of one of the royal victims identified — that of Anne Boleyn, one of seven wives of Henry VIII. Workmen knew it was Anne because the body had six fingers on each hand!

- *St. Paul's Cathedral* — One of the world's most noted churches. Nazi bombs and buzz bombs burst all about solid, old St. Paul's but they failed to destroy it. At one point, however, workmen were compelled to wrap a giant steel chain around the great dome to keep it from caving in. The chain is still there.

- *Tower Bridge* — Don't mistake

this bridge for London Bridge. Tower Bridge is close by the Tower of London and is built in a picturesque Gothic style. London Bridge is down-river from Tower Bridge and is as modern looking as the Golden Gate Bridge in San Francisco.

- *Madame Tussaud's Wax Works* — The figures standing around in odd costumes are not guests at a fancy dress ball. They are authentic, wax figures of famous persons, British and others. The King and Queen, Henry V, Franklin D. Roosevelt, Harry Truman, Winston Churchill and Joe Louis stand side by side, each dressed in his actual clothes or clothes preserved from the period in which he lived.

You may get twisted around in the city as you try to see all these places. That's normal; London is a maze of twisting, turning, narrow streets. If you do, just step up to a bobbie and tell him where you want to go. These tall, broad shouldered guardians of the public welfare are everywhere and are always ready to lend the visitor a helping hand.

You can find a bobbie at about every major intersection in the city. He is easy to spot by the dark blue uniform and the dome-shaped hat he wears. Incidentally, a city ordinance



TOWERS and turrets of Windsor Castle loom above sightseeing party (left). Above: Waves chat with Chelsea pensioner, a retired war hero.

states that each and every bobbie on the force must be at least six feet tall. And they are.

Citizens of London as well as the bobbies are a big aid to the Navy sightseer. Recently, a Navy man was looking over Buckingham Palace when a man came up beside him and started talking.

"Did you know that the King's room is there on the right?" the newcomer asked.

The Navy man said he didn't.

"And that that is the balcony there where Their Majesties come out to wave to the crowd" he continued,

pointing out the center balcony of the palace.

The typical visitor admitted he didn't know that either and soon fell into an interesting conversation with his new-found friend, a typical Londoner. Before the afternoon was up the two of them had walked through several miles of historic London streets, the Londoner keeping up a running commentary on who had lived here and who had died there. The American learned a lot of the city he probably wouldn't have learned otherwise.

Londoners — many of them — are

like that. Most are friendly to the visiting serviceman and are anxious to tell him all about their city. Few Americans would be able to point out as many interesting spots or recount so much history about, say, New York or Chicago as these self-styled guides can about London.

On the other hand, there are professional tourist guides that may approach you under the guise of making interesting conversation. You may have trouble telling one from the other. If in doubt, however, it is a good idea to offer the person a tip for his services (say a half dollar or so). He may always refuse it if he is taking you around for the fun of it alone.

You will want to take a look at some of the British sports events while you have the chance. There is a lot of difference between a cricket match between Hampshire and Sussex and a football game between Minnesota and Northwestern.

Cricket, rugby and soccer ("football" to the British) are among the favorite sports in London closely followed by dog racing, horse racing and tennis. Look in any paper for the schedule for the day. In most cases, you can take a tube or bus to the stadium or track.

But better count on getting there early. Britishers go for these sports

How Much Your Money Is Worth in English Currency

Here is a table showing how much your money is worth in English currency:

Coins			
Symbol	Name	British value	American value (approximate)
½d.	Halfpenny (‘Hay-p’ny’)	½ penny	½ cent
1d.	Penny	1 penny	1 cent
3d.	Threepence (‘Thrup-pence’)	3 pence	3 cents
6d.	Sixpence	6 pence	7 cents
1s.	Shilling (‘bob’)	12 pence	14 cents
2s.	Florin	2 shillings	28 cents
2s. 6d.	Half-Crown (‘Two and six’)	2½ shillings	35 cents
Paper Currency			
10s.	Ten shilling note	10 shillings	\$1.40
£1	Pound note	20 shillings	2.80

in a big way and it is not unusual to see a line or "queue" of several thousand persons waiting patiently for the ticket office to open at a cricket match at Lords or The Oval.

Sightseeing and sports events will take some money and all your dealings will have to be in English money. That brings up the problem of English bills and coins and how much they are worth in corresponding U. S. currency.

Take a look at the accompanying table. Here are the most common pieces of English money and approximately what they are now worth in American currency.

Movies — "flicks" that is — are plentiful. You can find both English and American pictures at the flicks around Piccadilly Circus, the hub of London nightlife, or near Leicester Square. Price of admission ranges from 60 cents to more than \$2.

The easiest way to get to a flick is to flag a cab and tell the cabbie the name of the place you want. Or you can always take a tube or a bus and end up close to where you want to go.

Cabbies, incidentally, can be a big help to the stranger too. Two sailors sightseeing one day flagged a London taxi and told the driver they wanted to see the sights.

They made a deal with the driver who took them from place to place, got out and explained its history, then drove on to the next spot, where he repeated the process. One entire afternoon of sightseeing cost the sailors roughly \$2 apiece.

As for London restaurants, eating at present in the West End leaves much to be desired. The British themselves are not very happy about the strict food rationing and sailors ashore are apt to be even less so. But the food situation must be accepted as an inevitable result of the nation's economic position. The cooking is often good but the food is scanty and the servings small.

But this is not to say that — with the above limitations — you cannot buy yourself a well-prepared meal at a decent price in London. You can at any number of famous restaurants. Incidentally, price control works to your advantage. Each restaurant can charge only so much for any meal — and the amount is usually under what you would pay for the same meal in the U. S.

Here's a tip on eating: Try to eat



UNIQUE traditional uniforms of English guardsmen make colorful spectacles. Above: Foot Guard at Windsor Castle. Below: Horse Guard at Whitehall.



TUDOR SECTION of Windsor Castle (below). Chief residence of Britain's rulers since William the Conqueror, Windsor is half-hour's ride from London.





Korean Kourtesy

The hospitality of all Korea was extended to men of Task Group 70.8 during a three-day sojourn by the carrier *uss Boxer* (CV 21) and the destroyers *uss Buck* (DD 761) and *uss Thomason* (DD 760).

Signs of welcome were displayed on many Korean buildings (see above) and schoolchildren formed "U.S.N." and "U.S.A." on their playgrounds as planes from the group roared overhead. Right: An interpreter helps men on liberty. Below: Souvenir collectors had a field day.



slightly before the accepted hours of 1300 to 1400 and 1900 to 2000. Just before these times, restaurants are less apt to be crowded and the menu is less likely to have gaps in it.

Shopping in London is an adventure but you probably won't discover many items that are cheaper than you can buy them in the U. S. For quality, however, good buys are English woollens like argyle socks, sweaters and suits, Cashmere mufflers and colorful silk print scarves for the ladies.

Certain sections of the city are noted for what they sell. Savile Row and Conduit Street are in the men's clothing district. Bond Street is noted for its jewelry and silverware and is the window shopper's paradise. Bookshops abound in Charing Cross Road. Regent Street is famous for women's wear of all descriptions and styles.

London nightlife is completely different from the rollicking merriment of a Times Square or the loud good-heartedness of a Market Street. There are many spots where you may drop in for a drink but not many where you will find a floor show. The reason is that with the price of ceilings on food and drink, most restaurant owners cannot afford to stage a floor show as an added attraction for their customers and still make a profit.

Another thing to keep in mind in your after-hours wanderings — most London pubs close their doors about 2230 although some remain open longer. So if you are planning a night out, better get started early.

One more hint: if you smoke, take along your own cigarettes. Should you have to buy British cigarettes you will find them completely different in taste and twice as expensive as ship's store brands.

London in the daylight hours or at night is one of the most interesting cities in the world. You can pick up a little book, *Guide to London*, if you stop in at the American Embassy at 18 Grosvenor Square (Bond Street Station). This little book is chock full of good dope about places to go and things to see.

Remember, too, that wherever you go and whatever you see, you are seen too. The English look to you as the representative of the folks back home. You're a piece of America and they judge your country by you.

Give them a good impression and the feeling is likely to be mutual.

Energy and Ingenuity Build Party Palace

THE Enlisted Men's Club at NAS Pensacola is a good example of what can be done with a lot of work and determination and relatively little money.

The building is in a U-shape with a large ball room at the bottom of the U. One side of the building contains a private dining room and galley and the bar. The other houses a music room, record room, pool room, and an office. An outdoor patio is between the two wings.

Beginning early in 1948 elaborate plans for remodeling and redecorating were made, with promises of a windfall in the near future. Finally, in May 1949 things looked pretty rosy when the enlisted recreation committee was told that certain funds would be available to use in their program. A professional decorator was hired, and the plans were for him to contract for the entire job — plans, material and labor.

When the money was made available, it was half the amount counted on, so obviously a few corners had to be cut. The interior decorator was kept, largely in a supervisory capacity.

When the call went out for volunteers, it was gratifying to see how many old salts who mutter, "I learned early in my naval career not to volunteer," did just that. They were a little skeptical at first when



ENTHUSIASTIC volunteers turned out slick interior decoration job when funds ran short. Nightly, free refreshments kept the workers' morale high.

they were handed a bucket full of raspberry-colored paint for the ceiling of the ballroom and dark green for its walls, but they put it on, then stood back to admire their work over the free refreshments furnished after every working party in the evenings.

The big deadline was the day before Thanksgiving when official guests were invited to the club for

a preview before the grand opening and formal ball on Thanksgiving.

The opening night was everything everybody expected — only much more. For the first time they saw the finishing touches — draperies in place, the massive lamps in the lounge area, the bar with its indirect lighting before the ivy-bedeked mirrors, the music room with its Chinese yellow walls and red-plaid ceiling, a fire in the fireplace, and the leather-upholstered bar.

Since that date the club, renamed the Sea Air Club, has inaugurated a stepped-up recreation program with orchestras hired for dances several times a week.

The work is still not finished. A brass rail and bar stools will soon be added, as will a short-order counter. The free juke box has given way to one that plays for money — the proceeds going to buy records for the new record player in the record room. A television set is the next acquisition in sight. With a direct water route to New Orleans, the nearest transmitting station, the Sea Air Club hopes to boast one of Pensacola's first television sets over its bar. — Vanita F. Parrett, DK1, USN.



MUSIC ROOM record library contains many albums, both popular and classical. New records are paid for with proceeds from the club's juke box.

Pills Will Help You

ALMOST everyone in the Navy has heard by now of the new drugs which have been talked about for a year or more in connection with preventing or curing sea-sickness. Even better known by the public are the drugs which have burst upon the national scene as a preventative or cure for colds. While advertisers and other enthusiastic writers have been describing the drugs as a nearly sure-fire cure, the opposite type of people have at times stated that these medicines don't amount to much. Let's see what the Navy has been doing to learn the truth about these things and what the results have been.

First of all, it might be a good idea to define a few terms people use when talking about seasickness cures, cold cures and tests concerning their value. Some of them are rather long words, but they're considered necessary. So, here we go.

- *Dramamine* — a drug used as a preventative or cure for seasickness.

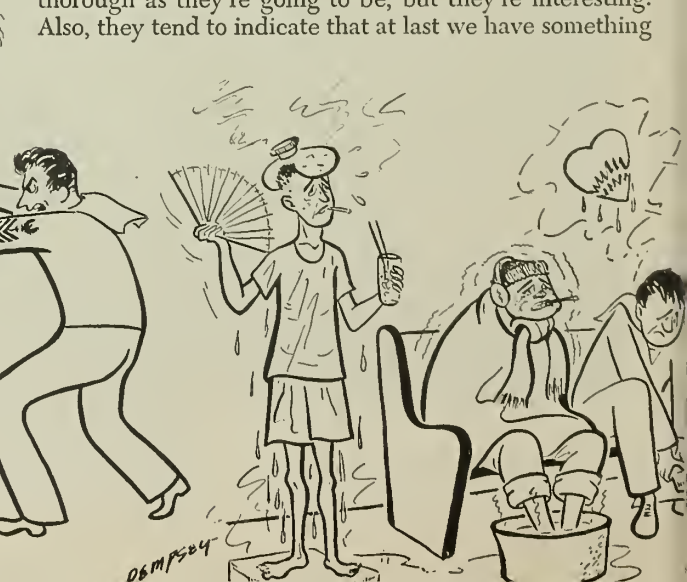
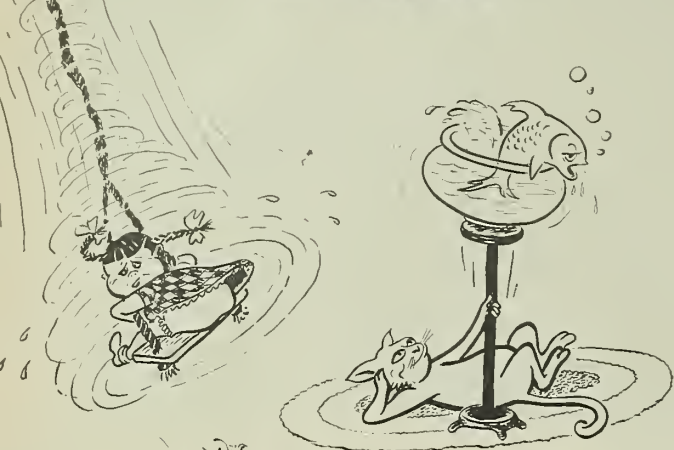
- *Anti-histamines* — most commonly thought of as cold cures these days. But dramamine is also primarily an anti-histamine compound. We won't go into the true medical definition of "anti-histamine" just now.

- *Placebo* — an imitation medicine given a patient to make him think he's getting treatment for his ailment.

- *Psychogenic* — originating in the mind or caused by mental influences.

Now, as many sailors have noticed, certain salt-caked individuals would have us believe that seasickness is largely psychogenic in the first place. They'll stand on their own two sea legs, they make it known in a briny voice, — and the devil take the dramamine. Be that as it may, there will be many a sea dog slyly swallowing a dramamine-filled capsule the first rough night out after three months in the Navy yard. He may feel abashed about it, but he needn't. For men — like babies, elephants, horses, dogs and fish — do come down with genuine motion sickness. And dramamine, by the way, is now a standard stock item in the Navy.

As was inferred back in the first paragraph, some people interested in the comfort, morale and efficiency of nautical personnel have looked into this dramamine business. Experiments haven't been as numerous or thorough as they're going to be, but they're interesting. Also, they tend to indicate that at last we have something



Keep Food, Lose Cold

that will hold down that good Navy chow in many cases where it would otherwise be wasted.

One of the most interesting of the Navy experiments was conducted aboard a submarine operating out of New London, Conn. Dramamine was given in 50-milligram doses on 43 occasions, and here is the result: Full relief, 33 instances; moderate relief, five instances, and no relief in one instance. In four instances the sub went down to calm water before the test was completed, and therefore the results failed to reveal the value of dramamine. Each "occasion" or "instance" was one patient being treated. While the same patient was treated on more than one occasion, 13 patients were involved in the 43 trials.

Another test was conducted aboard four destroyers in the Pacific with a total of 234 unsalted trainees aboard. Of these, 115 became seasick — close to 50 per cent. This time the medicos were pretty crafty. They didn't hand out dramamine capsules to all the seasick sailors. To 10 of them they gave identical-looking capsules containing thiamin chloride — vitamin B₁ — which is worthless for curing seasickness. That was an example of using a placebo, which we defined a while back.

The big 100-milligram doses of dramamine were effective in a great majority of cases. In fact, 78 out of the 115 — or more than 67 per cent — were afforded complete relief. Another 34 men found partial relief, while only three continued to feel as bad as before. What about the 10 who started out by taking thiamin chloride? They simply stayed seasick till they started getting real dramamine.

On some ships, placebos did seem to cure a number of seasick men, however. This number wasn't usually as large as that of men helped by dramamine. Such results were obtained in a test aboard the destroyer *Meredith* (DD 890). Placebo seemed to cure seasickness in four out of 11 men who described themselves as "always seasick," and 15 of 55 men in an "occasionally seasick" group. But when the "always seasick" group took dramamine in 50-milligram portions, 100 per cent were cured. Dramamine treatment gave relief to 98 per cent of those in the "occasionally seasick" group.

In one test, more men supposedly taking placebos were put back on their feet than those supposedly taking the genuine article. Of course, they *all thought* they were

getting the true cure. The two drugs were identified only by numbers and it has been suggested, ever so subtly, that perhaps they were exchanged by mistake.

Large doses of dramamine—100-milligram portions—were found to cause great drowsiness in some people

aboard the cruiser *uss Albany* (CA 123). At the same time, this crew found dramamine better than two other drugs for stopping that green-faced feeling.

Some aviators haven't found dramamine quite so effective, especially for beginning fliers. Still, the Fleet Logistic Support Wing operating from Seattle to Kodiak reported uniformly favorable results in 38 passengers. These ranged in age from 10 to 46 years.

Dramamine was given to a number of Marines making a 90-minute voyage to the beach in small landing craft. Another group received placebos. Fewer men receiving dramamine than not receiving it became seasick. In fact, only four per cent of those taking the drug were nauseated. Thirty-one per cent of those who thought they were getting dramamine — but weren't — were "laid out" by the motion of the boats. When they got to the beach the Marines immediately went into a period of target shooting. It turned out, surprisingly, that one group could shoot about as well as the other. No report was made on the relative physical strength or stamina of men in the two groups upon hitting the beach, nor on their relative state of morale.

While evaluation is still going on, it appears obvious at present that dramamine does tend to relieve seasickness in many cases and air sickness in a lesser number. This medication should serve to increase contentment, efficiency and reenlistments among seasickness-prone people. Still, some will no doubt take a dim view of its use for some time to come — especially those who developed shock-resistant stomachs the hard way.

Now for cold cures — not the kind that come in pint bottles and are illegal in Kansas.

Full-page ads in the stateside papers have been shouting that one can go down to the corner drugstore and buy a box of the new anti-histamine cold cures. That is true, and a lot of people swear by them. But the Navy is checking further — and thoroughly.

This checking is going on at the Naval Training Center at Great Lakes, Ill., where such drugs first came under study in connection with colds — two years ago. Naval Medical Research Unit 4 is doing the work along with several other projects they have underway. Some 1,500 young men and women are involved — all volunteers for the job. The Navy expects some pretty reliable facts and figures to come out of the three-month test, for the people under study are all in one environment, all in much the same age group and all somewhat isolated from the public.

These tests are going beyond the common garden-variety head cold. A portion of the work will be to learn how the anti-histamines will affect "strep throat," the flu and virus pneumonia. Another main objective is to learn which of the many anti-histamines now known has the least toxic action when taken in large enough amounts to do some good.

This is the way things were, according to latest information at the time this was written. If mankind manages to lick colds and seasickness, life will be that much more pleasant for all of us — especially for those who follow the sea.

Imagine somebody's auntie coming in from a day's hard sailing on the wind-whipped sound. "Hand me the anti-histamine, Nephew," she rasps. "That dramamine was no placebo, but I'm coming down with a coldt id by dose. And I'm not being psychogenic." — H. O. Austin, JOC, usn.



Roundup of Navy Sports and Recreation News

Navy Distance Runner Stars

John P. Lafferty, AD1, usn, the Navy's powerful distance runner, out-distanced all American contestants in the annual Boston Athletic Association's 26-mile marathon race. He placed fourth behind three Korean entrants.

By being the first American to cross the finish line in a field of 139 contestants, Lafferty was presented with New England's Jim Henigan Award. He also acquired the North-eastern distance running championship title.

It was the second year the durable aviation machinist mate has competed in the Boston race. Last year he finished 24th in a field of 185 experienced runners.

Lafferty has over 12 years naval service, is the father of three girls and is stationed at NAS Jacksonville, Fla.



OUTSTANDING distance runner John Lafferty, AD1, (R) gives a few starting pointers to Lee Roach, JO2.

the final day. The individual champion will be determined by low medal score.

Previously this tournament was scheduled to be held at Glenview, Ill. Due to the difficulty of obtaining transportation for participants, Pensacola was later selected as a more accessible location.

Twelve golfers will be selected from the low scorers in the All-Navy tournament to compete against teams of the Army and Air Force in the Inter-Service Golf Championship Tournament at Fort Benning, Ga. This tournament, for the James Forrestal Trophy, will be held 16-19 Aug 1950.

All-Navy Tennis Tourney

The Navy's top tennis players will gather again this year at the U. S. Naval Academy, Annapolis, Md., for the All-Navy tennis tournament the week of 16 July 1950.

Eight teams, each composed of four men or less, will represent the Navy's sports groups in the tourney. In addition, members of last year's Inter-Service team will be considered as seeded players and will be eligible to compete in the finals without playing in the eliminations.

The tournament will be conducted on a single elimination basis.

A team formed from the All-Navy tournament winners will represent the Navy in the annual Inter-Service Tennis Matches for the Leech Cup that takes place in the Washington, D. C., area on 28-29 July 1950.

Seabee Builds Own Racer

Combining a hobby with a sport, mechanically minded Robert D. Hurd, BU2, usn, 104th Construction Battalion, Coronado, Calif., has been going to the races — in his own racing car.

Hurd, with the assistance of his brother, designed and built a midget auto racer that is whizzing its way to fame on West Coast tracks. Last year his fast little thunderbug roared past all competing cars to win the Class B West Coast Midget Auto Championship.

Originally, Hurd built his racer with a tractor engine. This didn't perform too well, so he installed a V-8, 60-horsepower engine, to which he added a few refinements. The little car now has a tremendous getaway and will clock 82 miles per hour.

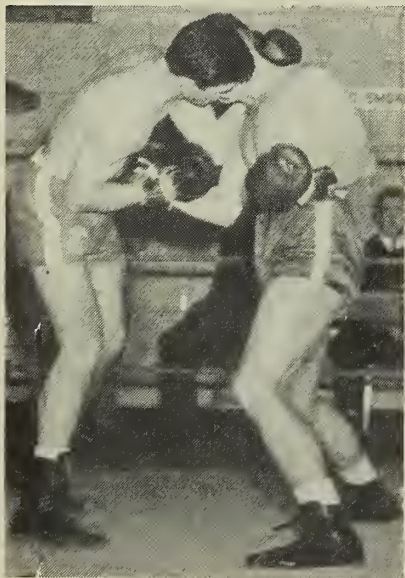
Once at the races, Hurd lets a professional racecar driver put his auto through its paces while he watches from the pits. Hurd plans to enter his car in competition again this season and thinks he has a good chance of repeating last year's performance.

9th ND in I-SAC Sports

An inter-service athletic conference, consisting of Navy activities of the 9th Naval District, Army activities of the 5th Army, and Air Force activities of the 10th Air Force has been formed in the Chicago area.

Establishments of the three services plan to form leagues in basketball, bowling, baseball, softball, football, golf and boxing. All-Service sports champions of the Chicago area will be decided in tournaments or league play, with all service activities within a 150-mile radius of Chicago eligible to participate.

Formation of the conference was brought about by reduction of the



SLUGGING Sgt C. Cordle, (right) stopped Pfc J. Langone in the North-eastern Group All-Navy warm-up.

All-Navy Sports Calendar

Here's the dope on future All-Navy championship events.

Tennis

Week of 16 July 1950
USNA, Annapolis, Md.



Golf

Week of 6 Aug 1950
Pensacola, Fla.



All-Navy sports program and the new policy of increased athletic competition between service teams located in the same geographic areas.

Sports for All

Naval personnel stationed at an Army base or an Air Force field will get the same chance to participate in sports and other recreation activities as personnel attached to the base or field.

As the result of a joint agreement between the three services, Recreation funds of one will be extended to include any personnel of the other who may be stationed on the base. Administrative control of all welfare and recreation facilities on any base will remain in the hands of the base commanding officer.

Marines Win Skeet Title

In their first year of competition, the pigeon-smashers of Camp Pendleton won the West Coast Skeet Championship.

Firing in title matches held at Las Vegas, Nev., the Marine team out-shot leading civilian gun clubs in compiling a score of 480 out of a possible 500. Highlights of this performance was the firing of 84 shots without a miss. The second place team scored only 14 hits without a miss.

Members of the eagle-eyed Marine team are CWO H. B. Stovers, USMC, team captain; 2nd Lieut T. S. Vogt, USMC; CWO D. L. Lawson, USMC; WO G. M. Bond, USMC, and C. R. Wingard, MSgt, USMC.

Two Stations Will Process Appointees to Academies

Men who qualify mentally and physically and are accepted for appointment to the Military Academy or the Coast Guard Academy will be interested in BuPers Circ. Ltr. 47-50 (NDB, 15 Apr 1950).

The directive gives instructions regarding transfers of such personnel, leading up to entry into the academy concerned. A preliminary transfer will take them to the following stations:

- Men to be accepted for appointment to the Military Academy — U. S. Naval Receiving Station, Brooklyn, N. Y.

- Men to be accepted for appointment to the Coast Guard Academy — U. S. Naval Submarine Base, New London, Conn.



VOLLEY BALL team at NAS Los Alamitos has performed exceptionally well in west coast competition, recently defeated the intercollegiate champions.

Maddox Takes Top Honors

Winner of the annual athletic competition between ships of Cruiser-Destroyer Force, U. S. Pacific Fleet is USS *Maddox* (DD 731). By compiling the most points in all types of athletic competition, *Maddox* gained possession of the CruDesPac Trophy, a sterling silver loving cup.

In CruDesPac competition, points are awarded to ships of the destroyer, destroyer escort and high speed minesweeper class for their personnel taking part in various sports, for winning contests, for having men on type teams made up of personnel from various ships, and by bonus points. *Maddox* took top honors with a score of 290 points.

Rear Admiral Laurence T. DuBose, USN, ComCruDesPac, presented the trophy to *Maddox's* commanding officer, who, in turn, presented it to William V. Jenkins, IC1, USN, who received it on behalf of the crew.

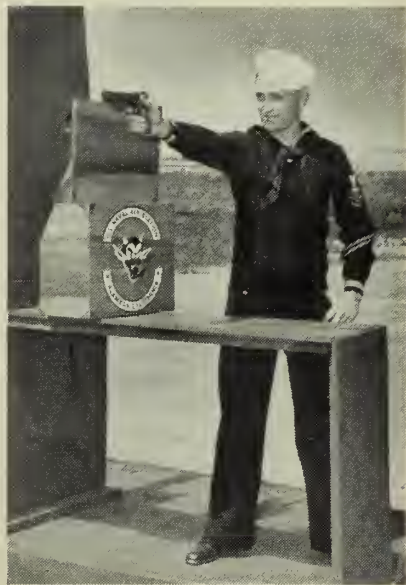
Navy Pistol Team Sets Record

Record books are sporting a new national servicemen's record since a Navy pistol team squeezed off their shots in the National Midwinter Pistol Matches, which took place at Tampa, Fla. Members of the Navy team maintained an incredible average of 296 out of a possible 300 to outshoot the top civilian and military marksmen in the nation.

Firing against such competition as the famed Detroit Police Team and

the Marine Corps most skilled marksmen, the Navy team weathered the battle of nerves and skill with flying colors, bettering a 10-year-old mark and trouncing its nearest competitor — the Detroit Police Team — by seven points.

Bearing not only the pressure of expert competition but aware an all-time record for service teams would be set if they maintained their average, the Navy shooters pumped shot after shot into bullseyes. The score



DEADLY Fred McFarland, AD1, of NAS Alameda, garnered 7 firsts in the California State Pistol meet.

SIDELINE STRATEGY

All-Navy swimming, destined to be abandoned along with other All-Navy sports, has a good chance of surviving for at least another year. A new plan being considered would place swimming on a telegraphic basis, somewhat similar to the method by which All-Navy bowling was conducted this year.

The proposed plan is that champions would emerge from local meets held within the districts, areas and type commands. The top speeds clocked by contestants would be telegraphed to BuPers. By checking the speeds recorded by contestants in meets held all over the world, the All-Navy swimming champions could be determined.

Events would be limited to the 100, 800 and 1500 meters freestyle, 100 meters backstroke, 200 meters breaststroke, 800 meters freestyle relay and 300 meters individual medley.

No Navy personnel, either officer or enlisted, would be allowed to officiate at these meets. AAU officials, or competent Army and Air Force personnel would perform these duties.

* * *

Taking a cue from the All-Navy telegraphic bowling matches, LCDR Harold R. Willis, usn, Naval Air Electronics Training Unit, Anacostia, D.C., has decided to conduct his own tournament. Commander Willis has challenged a friend stationed on the West Coast to a weight-lifting contest. Both will perform a definite number and type of lifts, and are honor-bound to report how much weight each lifts. The results will be exchanged by mail. We'd be interested in hearing of others who may be conducting "muscles by mail" or other types of telegraphic contests.

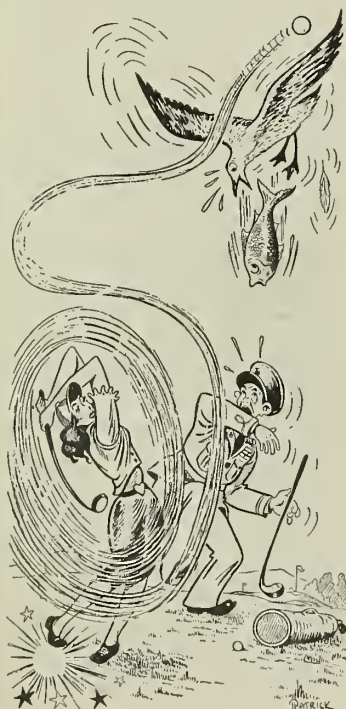
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Many a golfer has hooked a ball or got a "birdie," and many a bird has got a fish, but now comes to light the tale of two fish "caught" with a golf ball.

Down at Marine Corps Air Station, Cherry Point, S. C., is a captain who had dejectedly stowed his fishing tackle after vainly attempting to hook a large-mouthed bass. A few days later, the officer took his wife out (or vice versa) for a round of golf.

The game progressed without incident until the eighth tee. From there, the captain's wife drove a high-looping ball which nearly hit a hedgehopping fish-carrying sea gull. The ball came so close, in fact, that the startled bird dropped a 15-inch large-mouthed bass.

A further surprise was the discovery of a second fish within the first. — Earl Smith, JOC, usn ALL HANDS, Sports Editor.



climbed to 1183, tying the current course record set by the Treasury Department Team in 1940, and when the last shot was fired they had beat the old mark by a hair — with a score of 1184. This score was only three points under the all-time National Record of 1187.

Members of the victorious Navy team are LT Raymond L. Klassy, usn, Naval Proving Grounds, Dahlgren, Va.; John C. Foreman, AO2, usn, NAS Grosse Ile, Mich.; CH-MACH Offutt Pinion, usn, Fason Five, NAAS Oceana, Va.; Leonard M. Rizzolla, AF1, usn, NAS Anacostia, D. C., and LT Chester Coons, usn, Naval Proving Grounds, Dahlgren, Va. LT Coons is team captain and coach.

Report Helps Keep Tab on Enlisted Aviation Pilots

On 1 July 1950 and on the first day of each quarter thereafter, BuPers will require a new and broader report from all ships, stations and units having an allowance of enlisted aviation pilots or any personnel designated as aviation pilots on board. Information is to be given in the report as follows:

Column I — full name and service number; column II — current rating, Navy job code number; column III — months on board; column IV — total consecutive months at sea or ashore; column V — expiration of enlistment. Column VI should indicate current instrument qualifications — "restricted," "standard," "special," or "no current qualification." (Note Aviation Circ. Ltr. 46-49.)

Column VII — current service group. (Note Art. C-7301, BuPers Manual, 1948.)

Column VIII — an indication as to whether on board in "duffy status" or "non duffy status."

This report, bearing the identifying symbol, Pers-6-61, must be submitted to the Chief of Naval Personnel (Attn: Pers-B211), with a copy to the Chief of Naval Operations (Op-54).

Purpose of the report is to enable the Navy Department to "keep tab" in general on enlisted aviation pilots.

The quarterly report outlined here is called for by BuPers Circ. Ltr. 55-50 (NDB, 30 Apr 1950). This circular letter cancels BuPers Circ. Ltr. 91-48 (AS&SL, January-June 1948), which outlined the report previously required.

They Keep Our Destroyers Shipshape

LIKE SEA-GOING chameleons, present-day destroyers are constantly changing appearance. Installation of newer types of fighting gear and alterations and repairs to old equipment and structures cause most destroyers to undergo a face-lifting more often than a wealthy dowager. Largely responsible for keeping destroyers shipshape and decked out in the latest "styles" are the destroyer tenders — mother ships to their greyhound broods.

Combination floating navy yard, supply depot, ammunition depot and training station, a destroyer tender hovers over her brood of "tin-cans," correcting their ills and tending their needs. When the sleek destroyers nestle alongside the tender's bulging sides they expect — and get — services that range from haircuts and false teeth to the manufacture and installation of items of machinery weighing tons.

In the average 18,000-ton tender's 350-odd compartments and spaces an amazing variety of work is accomplished and materials stowed, solely to meet the demands of upkeep of tended destroyers. When the DD goes alongside the tender for a "tender availability" it usually has just completed many months of arduous activity at sea, and has more complaints than a professional wrestler. Pumps and machinery need overhauling or

replacing, valves need grinding, fire control equipment needs readjustment, typewriters need repairing and gauges need checking. The engineering and ordnance departments each have a stack of Bureau-authorized alterations to be completed. Tender crews waste no time in swinging into action.

Even before the destroyer gets its mooring lines doubled up, repair crews from the tender are swarming

Our Greyhounds of the Sea Are Kept Shipshape By Complex, Efficient ADs

over her making preparations for mending her ills.

While the effort of all hands of the approximately 800-man crew of a tender is indirectly related to the upkeep of destroyers, most of the actual maintenance work is accomplished by a distinct department of technical rates known as the repair department. Consisting of experienced personnel of most of the Navy's specialist ratings, these men perform such work as operating a foundry or carpenter shop, or rebuilding chronometers and watches, repairing binoculars and other optical instruments, calibrating gauges and operating machine

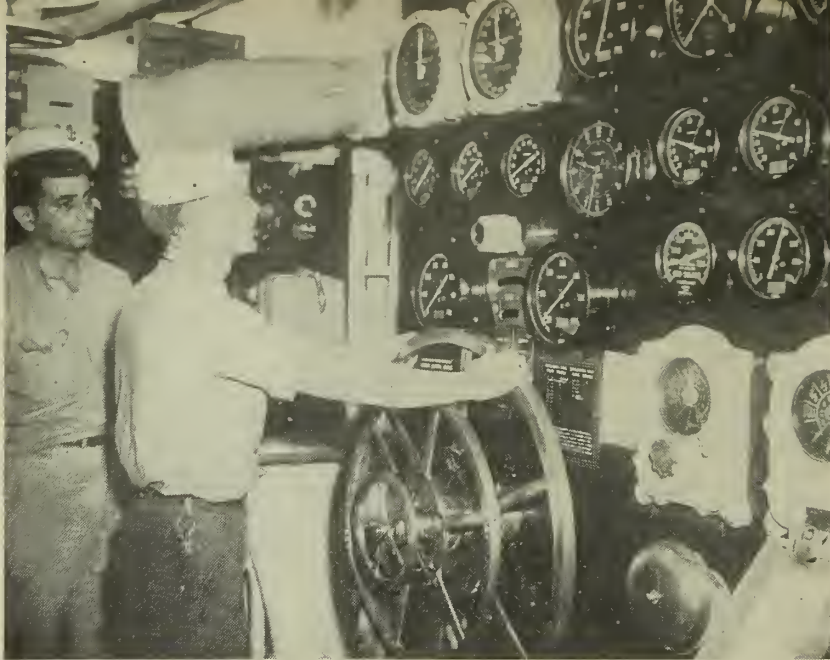
tools to produce machinery parts to exacting specifications. Personnel of the repair department also install, adjust or repair the highly complex radar, sonar and other electronics equipment used aboard destroyers. Other departments assist with their technical specialists as necessary.

As an example of the variety of work performed by a destroyer tender, let's suppose the destroyer *uss Bluejacket* (DD 999) swings alongside the tender *uss Mountainside* (AD 99) for a 10-day "availability period." A large stack of work-requests previously prepared by the destroyer has been forwarded to the tender repair officer.

These requests read something like this: overhaul and repair electric motors of evaporator plant; overhaul main feed pump, repair leak in peak tank; overhaul dishwashing machine; repair scuttlebutt in crew's quarters; overhaul and replace defective parts of loran equipment; calibrate surface radar; manufacture new shaft for forward capstan; check and repair as necessary sound powered telephones; repair movie machine; repair three defective typewriters; repair one defective computing machine; repair underwater dome of sonar equipment; manufacture and install new brackets in number two magazine; overhaul and repair hydraulic system of number three five-inch gun; manu-



EXPERTS in optical and typewriter repair and maintenance train other men in lower rates to perform these services.



ENGINE ROOM gang stands by. Because of constant demand for services, tenders are usually tied up, get underway only for short training cruises.

facture and install new gear casing for port main engine. Sometimes unauthorized alterations masquerading as repairs have to be screened out by the repair officer.

Actually, these work-requests cited would probably not all be received from the same vessel at one overhaul period, but they are fair sampling of the jobs that tender crews are called upon to accomplish.

Before the actual repair work begins, an arrival conference is held between the tender officer and concerned heads of departments from the destroyer. Each work-request is individually taken under discussion and a priority assigned it. The tender then proceeds at top speed to accomplish as much of the work as possible in the limited time the destroyer will be available, with the top priority jobs being tackled first. "Man-hours" begin to click off.

After being screened and checked by the repair officer, the work-requests are handed over to the appropriate tender shop for accomplishment. Most destroyer tenders have some 24 separate shops, each equipped to perform a particular type of repair or maintenance work. These shops are operated by repair force personnel, and are grouped in five divisions under the general headings of electrical engineering, electronics, mechanical engineering, hull and ordnance. Almost anything that goes wrong with a destroyer can be

corrected by personnel of one of these 24 shops. Even underwater repairs can be effected by Navy divers assigned to tenders for this purpose.

Almost as important as the repair work accomplished by destroyer tenders is their training function. Since the end of World War II increasing use has been made of ADs as "receiving ships." Large numbers of recruits and Class A school graduates are funneled on board these vessels where they receive "on the job" training. Assigned to the many specialized shops on board the tenders as strikers, these men rapidly gain first-hand practical knowledge on how to repair clocks, analyze fuel oil, operate offset printing presses, repair refrigeration systems, operate lathes, and so forth. At the same time, they perform useful work by assisting the experienced members of repair crews in servicing destroyers.

An excellent example of a smooth operating training program can be found on board USS *Sierra* (AD 18). Two education and training units have been established, one under the guidance of a chief boatswain's mate and the other headed by a chief boilerman. Enlisted personnel, including lower echelon petty officers, on board *Sierra* are under the cognizance of one or the other of these units, and attend lectures and complete training courses assigned to them.

Utilizing methods learned at the

Shipboard Training School of the Armed Forces Staff College, the two CPO instructors set up an individual training program for each man, designed to fill the gaps in his naval education.

The deck force education and training unit, headed by the BMC, is responsible for the shipboard education of all "topside" ratings, such as seamen, boatswain's mates, quartermasters, gunner's mates, and so forth. The engineering education and training unit is responsible for the shipboard training of engineering personnel, plus such ratings as metal-smiths, electronics technicians, and so forth.

When a new man reports on board *Sierra* for duty, one of the places he checks in is the education office. If a topside rating, he will be interviewed by the chief boatswain's mate, who will check his service record at the same time. If the man has not completed the prescribed progress courses for advancement to the next higher rating, he will be given study books and will be requested to begin work on these progress courses as soon as he can. He will also have outlined to him the ship's training program and be queried on the amount of instruction he has received in various subjects. As a result of this interview, the BMC (or BTC if the man is an engineering rating) can then outline a series of lectures, courses, demonstrations and movies the man will



WHITE HOT liquid steel is poured men in foundry of USS *Yosemite* (AD

be required to attend to bring his shipboard education up to par.

On the bulkheads of *Sierra's* education office are fastened huge cross-sectional charts containing the names of all enlisted crew members. As each man completes a prescribed course, a mark is entered in the appropriate space. A card file is also maintained on each man, listing the courses, lectures and movies he has attended or completed. Classes of men attending lectures are kept small.

Experienced crew members are called upon to give lectures and demonstrations. For example, a lecture on "how to stand a messenger watch properly" would probably be delivered by *Sierra's* chief quartermaster. The chief damage controlman would be called upon to give instruction on damage control duties. The chief gunner's mate would be required to deliver a series of lectures on pistol and rifle stripping.

Each day a period is set aside for the instruction of some of the crew members. Extra periods, when certain divisions of the ship are inactive due to adverse weather or other circumstances, are also utilized for instruction. Upon completion of an instruction period each man takes a written quiz covering the subject lectured on. If he passes, a check-off mark is inserted by his name on the bulkhead chart and his card brought up to date.

Records covering a typical month



EVERY MAN in tender's crew in some way contributes to the upkeep of tin cans. Fireman in *USS Sierra* adjusts the back pressure of a turbo-generator.

on board *Sierra* show approximately 500 man-hours of instruction given topside crew members in such subjects as boat crewman, safety factors in deck force work, proper method of performing duties as an orderly, how to stand a wheel watch, boatswain's mate of the watch, ground tackle, and many others. During a similar period engineering personnel receive approximately the same amount of instruction in such subjects as fire fighting methods, diesel engines, safety factors in handling oil, electricity, and others. All enlisted crew members are instructed in general subjects such as military courtesy and personal hygiene.

The latest training methods available are utilized to make the instruction periods more appealing. Also, the periods are no longer than required. Movies, slides, maps and charts are used to supplement lectures. Results of *Sierra's* well-paced educational program not only further the shipboard education of her personnel, but also are favorably reflected in the high morale of the crew, and the number of advancements in rating.

In addition to repair and training duties, destroyer tenders stow a large volume of supplies and ammunition for issue to "tin cans." Machine parts, line, canvas, paint, tools, ordnance equipment and ammunition are kept in stock and issued as needed. Foodstuffs are carried in big refrigerators and storerooms and supplied when

not obtainable from regular provision ships or depots. Equipment not stocked by the tenders can often be manufactured in their well-equipped shops from raw material stowed on board.

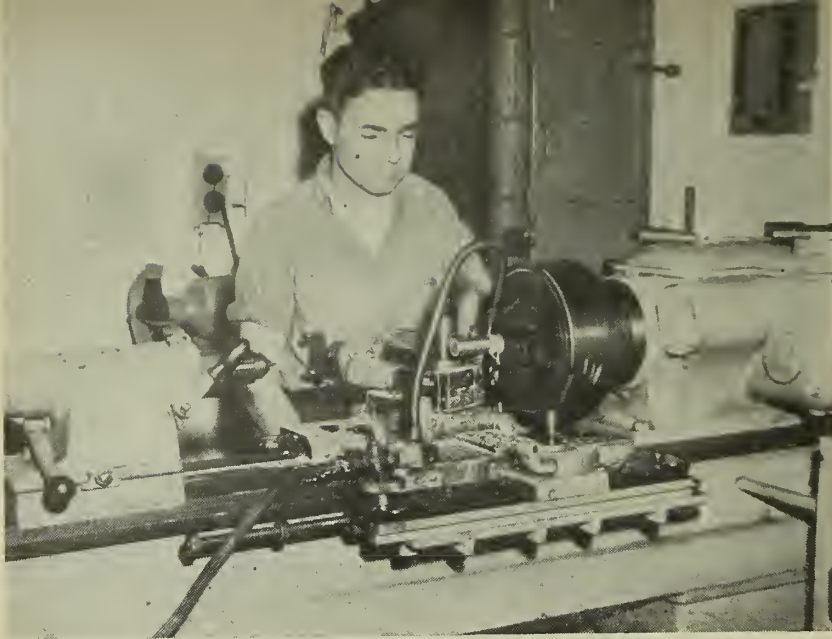
Currently the Navy has nine destroyer tenders in an active status. Six of these — *uss Sierra* (AD 18), *uss Yosemite* (AD 19), *uss Grand Canyon* (AD 28), *uss Shenandoah* (AD 26), *uss Yellowstone* (AD 27) and *uss Hamul* (AD 20) are assigned to the Atlantic, with one of them usually on duty with the Sixth Fleet in the Mediterranean. *uss Hamul* is presently serving as station ship for CinC-NELM at London, England. *uss Dixie* (AD 14), *uss Prairie* (AD 15) and *uss Piedmont* (AD 17) are operating in the Pacific. Nine other destroyer tenders are in the Atlantic and Pacific Reserve Fleets.

Because of the constant demand for their services, tenders do comparatively little cruising. Most of the time they are anchored or moored to a pier, with three to five "tin cans" nested alongside and in the vicinity. Occasionally, by special arrangement between periods of servicing ships, the tenders themselves get underway for short training cruises and a chance to limber up their guns against towed targets in blue water.

Being rather spacious, as Navy ships go, destroyer tenders are able to furnish better-than-average recreation facilities for their crews. On



be used later in the alteration and repair of sleek destroyers tied alongside.



BUSHING is turned in the tender's all-important machine shop (above). Below: Men in outside machine repair shop cut and fit a gasket on a flange.



TRAINING is almost as important a function on destroyer tenders as repair work. Below: In weld shop a closely supervised ME welds an electrical part.



board *uss Sierra* a large and comfortably furnished recreation room provides space for about 100 men to read, write letters, browse through books and magazines or watch television programs. (*Sierra* boasts the first TV set in the Fleet). A piano is available for the music minded. From *Sierra's* well-equipped soda fountain can be obtained a variety of "ge-dunks" and various confections. The ship's organized athletic program includes teams in most of the popular sports. To disclose talent, *Sierra* has an organized hobby-lobby, complete with prizes of money and leave. Barber shops, cobbler shops, tailor shops and laundries add to the comfort and morale of the tender crew, but these facilities are also enjoyed by the crews of destroyers alongside.

Like all large Navy ships, *Sierra* has a regularly assigned chaplain. Consistent with the part played by other members of the tender's crew, he is available at all times to the men of the tender and of the destroyers for private counselling and advice on their personal problems. Working at all times to improve the religious outlook, peace of mind and general welfare of these men, he leads a busy life.

While the role of the destroyer tender lacks the glamor of some of the sleeker and faster men-o'-war, their crews can register a certain satisfaction in knowing they are performing a valuable service, and performing it well. Their motto of "Get 'em fixed — get 'em steaming — but quick" is matched by their splendid record of keeping their charges shipshape. Tender crews are accustomed to pats on the back, such as a recent dispatch from a destroyer squadron commander to *uss Yosemite*.

ALL COMMANDING OFFICERS REPORT COMPLETION OF EXCELLENT UPKEEP PERIOD ALONGSIDE YOSEMITE X THIS UPKEEP HAS BEEN ESPECIALLY VALUABLE DUE IMMEDIATE DEPARTURE FOR DISTANT DUTY X SPIRIT OF COOPERATION AND HELPFULNESS DEMONSTRATED BY ALL YOSEMITE PERSONNEL HAS BEEN OUTSTANDING X MANY THANKS

Kidding of tender crews by destroyer personnel to the effect that their ships are "resting on coffee grounds" doesn't bother the AD men. They point out that a bee might buzz around all day, but he accomplishes something only when he stops. The same holds true for their "floating navy yards." — Earl Smith, JOC, usn.

Will Sandblasting Replace Chipping Hammer?

EVER SINCE the Navy got some iron ships to go with its iron men, there has been the sound of chipping hammers in the air. Many young sailors have considered the constant chipping merely a result of boat-swain's mates' hard-heartedness, but they were wrong. It's a result of rust, which in turn is a result of dampness and salt and the reaction they cause on steel.

In the Columbia River Group, Pacific Reserve Fleet, at Tongue Point, near Astoria, Ore., there are some mothballed Navy ships. Going past these ships during working hours as well as at any other time, a chipping-hammer-happy sailor might listen in vain for the deafening din of rust-removing tools. In fact, he might be tempted to say, "See — I told you all that iron pounding isn't necessary. Look at *these* ships. Nobody knocking on *them*, and they look all right to me."

— To which a shipmate might reply, "Well, maybe they're just lettin' 'em rust to pieces."

If this conversation ever took place, the first sailor was about half right and the second sailor wasn't right at all. The ships look all right, and are all right — and nobody's letting them rust to pieces.

The reason no clamor of chipping hammers fills the air over the Columbia River is that those ships are hav-



... because it doesn't fly around and make dust like dry sand does, experienced de-rusters consider wet sand more pleasant to work with ...

ing their rust combated by a different method — by wet sandblasting. Behind those sandblast nozzles are some sailors who know the rust-removing business inside and out.

A summer program to take advantage of fair weather was started at the Columbia River Group in April 1949. More than 25 amphibious type ships were completed before fall weather set in.

Sandblasting has been recognized for a long time as a good method for

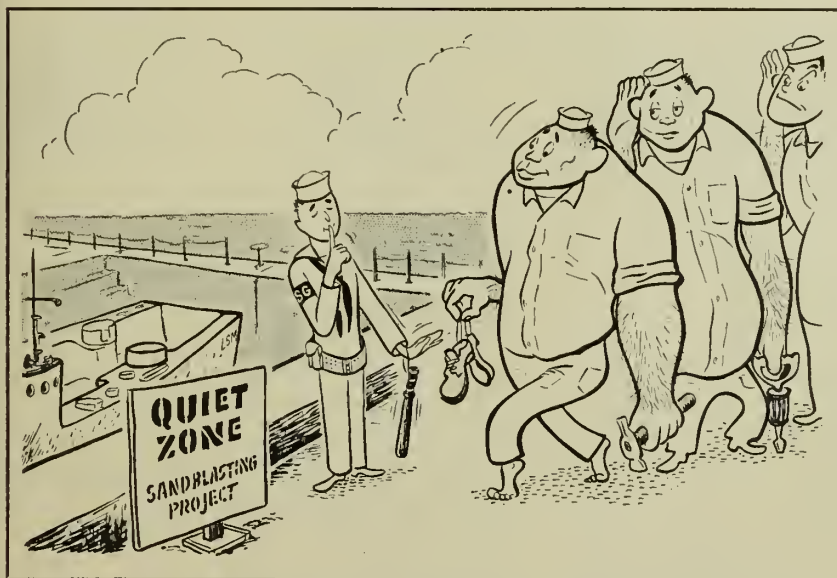
cleaning metal surfaces. Wet sand cleans metal as well as dry sand does, and sometimes better. In addition, because it doesn't fly around and make dust like dry sand does, it is much more pleasant to work with.

The sailors who do this rapid rust-cutting are organized in a group team of approximately 75 men. By working in shifts, a group team can keep the sand a-blasting from 0730 to 2200. Half the team can provide 12 men to supply sand and water to the sandblast pots, 12 men to operate the sandblast nozzles, a petty officer in charge, and maybe a man or two to fill in when needed.

The sandblasting teams are housed in clean brick barracks and have reading materials and a radio available for off-hour time. The local YMCA has carefully adjusted its hours to coincide with the sandblasters' time off. Although easier on the ears than the hammering method, sandblasting is strenuous work.

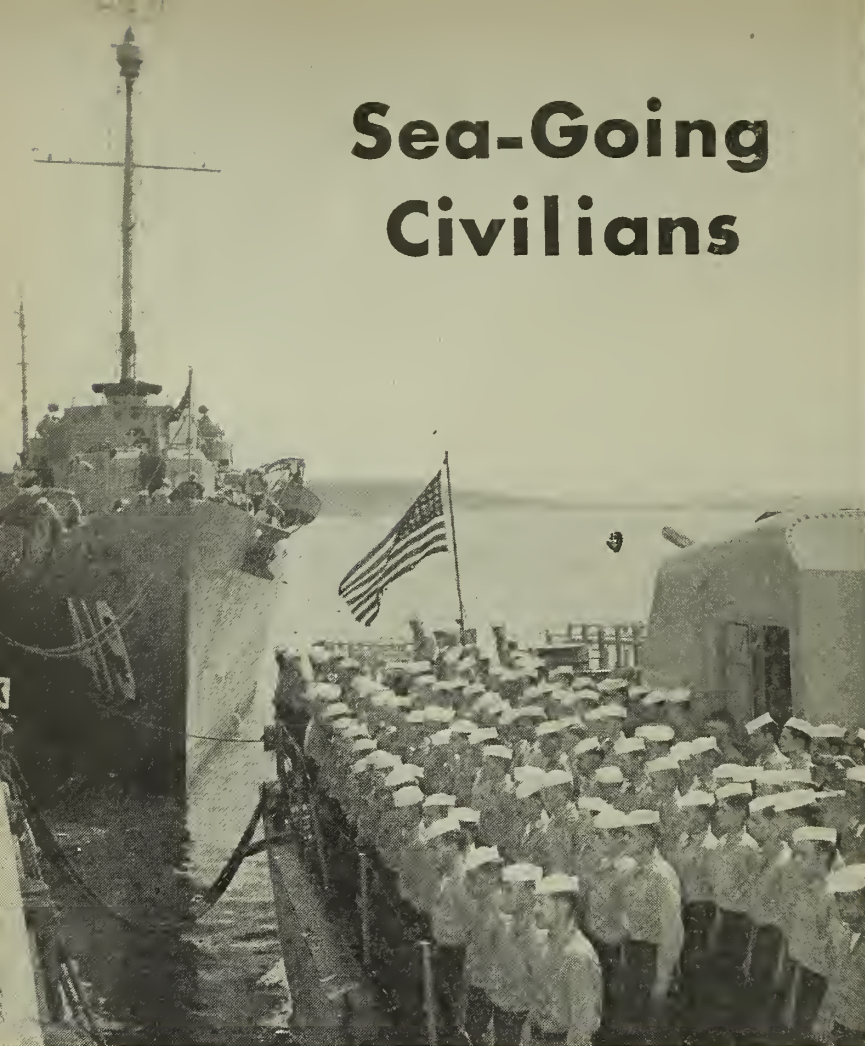
This won't mean the end of chipping hammers aboard ship, unfortunately. While fine on inactive ships, sandblasting would be unsuitable on vessels where equipment is operating and personnel are living. Also, it would hardly be suitable for small scattered areas of rust.

The noise of the chipping hammer is still to be heard in the land but the decibels are rapidly diminishing in the great northwest.



... even during working hours, chipping-hammer-happy sailors listen in vain for the deafening din of Navy's conventional rust-removing tools ...

Sea-Going Civilians



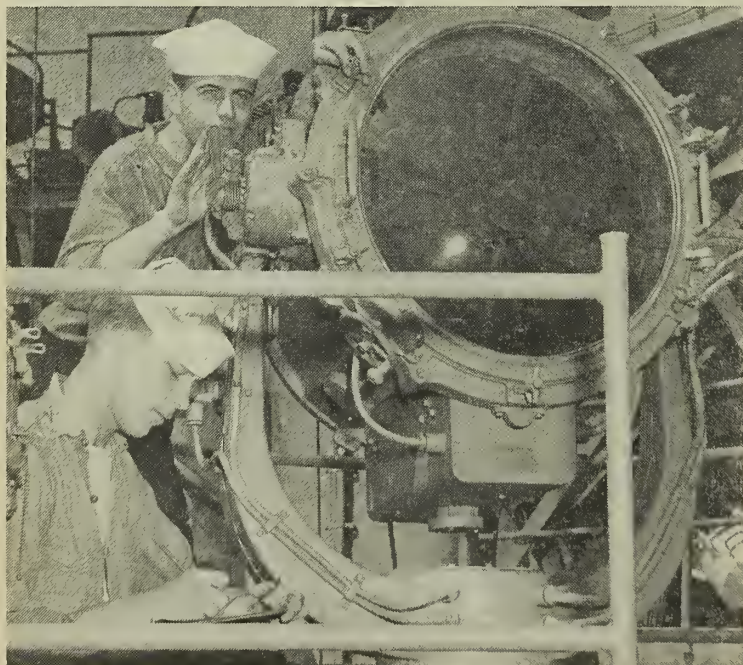
RESERVISTS muster on a DE's fantail prior to embarking on two-week training cruise (above). Below: Reserve-Regular blinker boys transmit on carrier's 24-inch signal lamp. Below right: Veteran chief gives instruction in welding.



READYING themselves for their annual Naval Reserve training, approximately 35,000 members of the Navy's civilian-sailors will march up the gangplanks of every type of naval vessel this summer for sea-going instruction.

The ships of the Fleet, ranging from PCE patrol craft to the *Mighty Mo*, the Navy's lone battleship on active duty, will play a major role in training Reserves.

Approximately 75,000 Reservists





will participate in summer group training ashore and afloat during the four months — June through September. More than 80 shore courses at BuPers and Fleet schools are currently scheduled for Reserve instructions.

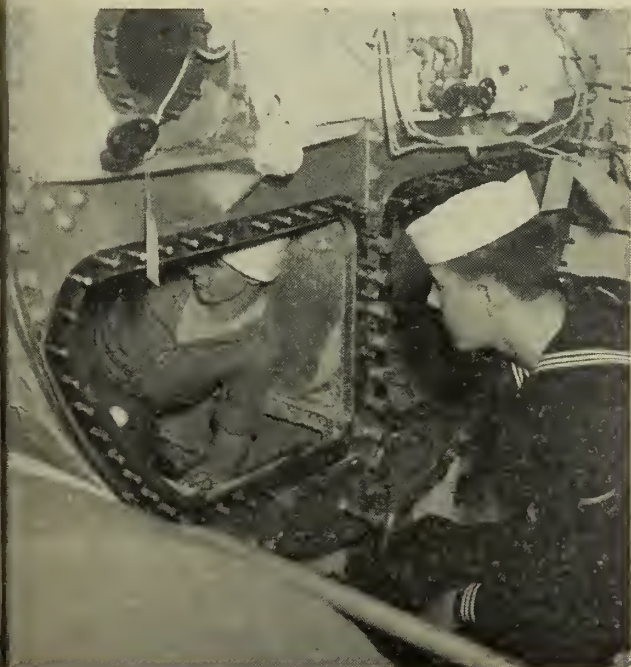
Ships assigned to naval districts for Reserve training will also play a big part in the annual cruise program, which will include not only ocean voyages to foreign countries but also cruises on the Great Lakes and navigable inland rivers. The 9th Naval

District, with a mobile squadron of eight vessels, will make more than 50 two-week cruises this year.

Admiral Forrest P. Sherman, USN, Chief of Naval Operations, has announced that USS *Missouri* (BB 63) will be retained in the active fleet as a training ship.

During the coming fiscal year the Navy has asked for appropriations to train more than 200,000 Reservists in annual two-week shipboard and shore "cruises."

SEA-GOING non-rated Reservists learn heaving line technique (center). Above: Refueling a DM, Reserves 'heave ho' aboard *Mighty Mo*. Below: Electronic equipment is checked over. Below left: Getting some inside dope on engine room repairs.



LETTERS TO THE EDITOR

Navy Men in CAP

SIR: I am thinking of registering with the Civil Air Patrol (CAP) to further my flying experience. Are there any regulations that would prevent a man on active duty from becoming a member? This is providing, of course, that the meetings and duties of the CAP do not interfere with the duties of a man on active duty in the Navy. — R. A. F., ADC, USN.

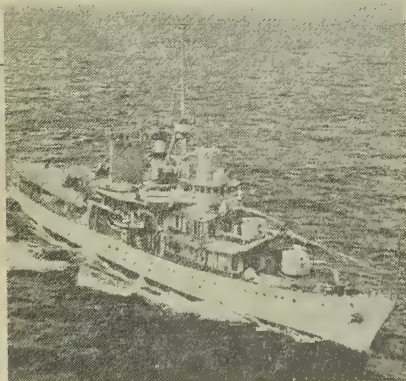
• Military personnel on active duty are welcome to join the Civil Air Patrol, a civilian volunteer association under the management of the U.S. Air Force. They are not allowed to hold strategic positions in the association, however. The Civil Air Patrol has no control over military personnel in the association and they can resign at any time. However, the CAP welcomes the membership of military personnel because of their knowledge and the interest they create.

Military personnel ordered to duty with the Civil Air Patrol are not allowed to join the association. But there are at present regular military personnel — Army, Navy and Air Force — who are members of the Civil Air Patrol Association on a volunteer basis. — ED.

Erie and Atlanta

SIR: Could you tell us the date on which an admiral was lost at sea aboard USS *Erie* (PG 50), stationed in Panama, Canal Zone? — C. S., MMC, USN.

• Smooth deck logs of USS *Erie* (PG 50) do not show that an admiral was lost at sea while this vessel was stationed at Panama Canal Zone. However, this vessel was a unit of the Guadalcanal Support Force on 12 and 13 Nov 1942 when Japanese shells ripped the superstructure and bridge of the flagship USS *Atlanta* (CL 51), killing Admiral Norman Scott, USN, on board that vessel. — ED.



USS *ERIE* (PG 50) — Deck logs show no admiral was lost at sea aboard this gunboat.

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letters to: Editor, ALL HANDS, Room 1807, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

Minor Alterations of EMs Uniforms

SIR: Supply regulations state that ship service tailors are to perform minor alterations of enlisted men's uniforms free of charge (cost not to exceed \$1.00).

Does this regulation apply to ship service activities employing civilian tailors or seamstresses? — L. M. C., LCDR, USN.

• Yes. This service is provided by all Navy exchanges regardless of whether or not civilian tailors or seamstresses are employed.

Minor alterations costing \$1.00 or less to uniforms of enlisted personnel (including Waves), who purchase new uniforms as replacements or replenishments during the course of enlistment, will be performed free of charge by Navy exchanges.

This provision does not, however, cover work performed for new recruits nor reenlistees who reenlist after the expiration of three months from the date of last discharge nor does it apply to ship's stores. Navy exchanges are located within the continental United States and within the 10th, 14th, 15th, and 17th Naval Districts. — ED.

No Glasses for Retired Personnel

SIR: A person serves 30 years' active service and gets to be in two wars — shouldn't he be able to get a pair of glasses? After being retired, I had my eyes examined at the Philadelphia Naval Hospital and was told that I'd be entitled to an examination but no glasses. This just doesn't seem right — not even a pair of glasses? — W. J. R., CHELE, USN. (Ret.).

• Active duty is a prerequisite to the issuance of spectacles and since you do not meet that requirement, you are therefore not entitled to receive glasses. BuMed Circ. Ltr. No. 49-63 dated 27 May 1949, which establishes the policy of the Navy Ophthalmic Program, provides: "Personnel of the Navy and Marine Corps, on active duty, will be provided with new spectacles when required, or with lenses and/or frames as replacements for damage or loss in the performance of duty." — ED.

Travel Pay on Reenlistment

SIR: My enlistment expired on 5 Apr 1948 while I was on duty in Caracas, Venezuela. On the following day I reenlisted. The place of acceptance for previous enlistment was Adak, Alaska.

Problem: To where do I — or did I — rate transportation money?

I claim that New Orleans would be my port of entry and that transportation is due me from that port to Seattle and on to Adak, overland. — F. P., YNC, USN.

• In a change in the U.S. Navy Travel Instructions dated October, 1949, all travel between overseas stations is defined as water travel. Travel allowance is payable for land travel only, as you probably know. In your case, LaGuaira, Venezuela, the port for Caracas, is the point at which overland travel would end. Therefore, if you have elected to be paid travel allowance to the place of acceptance for previous enlistment, you are entitled to five cents per mile from Caracas to LaGuaira.

However, unless you have already made your claim, you can elect to be paid travel allowance to your home of record. In that case, the picture might be different. In any case, you have a right to submit a claim for any amount to which you believe you are entitled — ED.

Rank and Pay at Retirement

SIR: Paragraph C-10340 (1) states in part . . . "such officer at own request, at the discretion of the President, may be transferred to the retired list with retired pay at the rate of 2½ per cent of the active duty pay with longevity credit of the highest permanent or temporary grade satisfactorily held prior to 30 June 1946 or of the temporary grade in which the officer is serving at time of retirement under authority of Title 3, The Officer Personnel Act of 1947. . . ."

I am a permanent chief electrician, with a temporary commission as lieutenant commander, dated 1 Jan 1949. If I should hold my present temporary rank until I complete 10 years commissioned service will I retire as lieutenant commander, lieutenant (the temporary rank I held 30 June 1946), or chief electrician?

Many of us ex-warrant officers holding temporary higher commissions are very interested. — W. W. H., LCDR, USN.

• Assuming you were serving in the grade of lieutenant commander at time of retirement you would retire as a lieutenant commander and with retired pay based on the grade of lieutenant commander. — ED.

Sea Pay and TAD

SIR: I am currently on saved pay and was drawing sea pay at the time the new pay bill went into effect. Then, I went to school on temporary additional duty and upon returning to the ship found that I was not entitled to sea pay because I was gone longer than 30 days. Why? — W. R. A., MMC, USN.

• A Navy man on sea duty who is assigned to temporary additional duty ashore is entitled to sea duty pay for 30 days commencing the day following effective date. Credit of sea duty for in excess of 30 days while on temporary additional duty ashore is prohibited by Executive Order. — Ed.

Reenlisting on Board

SIR: My enlistment expires on 9 May 1950. In accordance with Alnav 89-49 I will be discharged by 9 Apr 1950 if I do not intend to reenlist on board my present duty station. What I would like to know is: (1) If I am recommended for reenlistment and am discharged under that authority, would I be able to reenlist on board another ship or station within 24 hours? (2) If so, under what authority? — R. A. S., YN2, USN.

• You may reenlist on board the activity to which temporarily transferred for discharge, within 24 hours. Authority for this is BuPers Circ. Ltr. 216-49 (NDB, 31 Dec 1949). After 24 hours you would have to go to a Navy recruiting station. For a complete roundup of facts concerning reenlistments and extensions, see ALL HANDS, December 1949, pp. 56 and 57. — Ed.

An EM's Status and Rights

SIR: As a member of an Organized Surface Division in the Naval Reserve, I am interested in obtaining some information regarding an enlisted man's status and retention rights within the above named organization.

For instance, man No. 1 has a certain rate within complement in a division. Another man, who has been attached to the division for a longer time, is advanced to the same rate. Only one is allowed on the complement in an O-1 classification. Which man will remain attached to the division in O-1 classification?

Also, if both men described above are to be retained in the division — one in O-1 classification and the other in V-1 classification, can the man with more time in rate and at the higher rate, force the man with less time in rate into the V-1 classification? In other words, does time in the Organized Reserve count more toward retention in same or toward time in rate? — D. O. T., SKG1, USNR.

• The answer to both questions is that the man to be retained in O-1 status will be the man considered most valuable to the division by his commanding officer. — Ed.

Extending and Reenlisting

SIR: I signed an agreement to extend enlistment for a year's duty at the Naval Torpedo Station, Keyport, Washington. However, upon expiration of my enlistment (26 June 1950), I've decided I'd rather reenlist instead and request duty at San Diego, California, Mine Squadron Three, as per BuPers Circ. Ltr. 216-49 (NDB, 31 Dec 1949). Under these circumstances, would my agreement to extend be nullified and my request for reassignment be granted. — C. S. M., TM1, USN.

• Your agreement to extend would be nullified but the agreement for a specific duty assignment would still be effective.

You may change your extension to a reenlistment as authorized by Art. C-1406(9)b, but that does not make you eligible for an automatic transfer. You agreed to obligate yourself for a specific duty assignment and got it. That assignment holds good whether or not you decide to reenlist in June 1950. — Ed.

Shore Duty Tour Extended

SIR: I would like a bit of information concerning BuPers Circ. Ltr. 36-50 (NDB, 15 Mar 1950) concerning shore duty.

I notice that the circular letter changes the tour of duty ashore for yeomen from two years to three years and makes the sea duty requirements 18 months. Does that mean that my present tour of shore duty, which commenced in November 1949, will be extended until 1952? — H. O. N., YNC, USN.

• Yes, your tour will be extended until November 1952. This corresponds with the normal tour of shore duty for a YNC such as yourself (See para. 1(c), Part One, BuPers Circ. Ltr. 36-50).

You will not necessarily spend the remainder of your shore duty at the NROTC unit where you are at present, however. You may be transferred if the needs of the service require it. — Ed.

How to Be a Seabee

SIR: What is the procedure to follow in requesting a change in rate from SN to CN and thenceforth being reassigned to a construction battalion or the Construction Battalion Center, Port Huene, Calif., for training in the Class "A" Naval Service School for Drivers?

I served in the Regular Army (Corps of Engineers) for several years and have had experience in motor transport and various construction machines and equipment.

I have never attended, nor am I scheduled to attend, any Class A, B, C or P Service School, nor am I a designated striker. I personally believe that I am qualified for the rate of CN and also to strike for CD3. My GCT score is 60. — R. L., SN, USN.

• The Bureau of Naval Personnel will not authorize a change to CN except for personnel serving in organized construction battalion activities or those who have graduated from Class "A" construction school.

It is suggested that you submit a request to the appropriate distribution command (ComServLant) for transfer to a construction battalion or to the Naval School, Class "A" (Driver). Your request should contain all pertinent information. — Ed.

Ships Once Mounted 7-Inch Guns

SIR: Can you tell me if during the period between 1928 and 1949 any Navy ships were equipped with 7-inch guns? This is to settle a disagreement between myself and another ex-sailor. — M. R. S.

• There were no ships equipped with 7-inch guns during the time you mention. However, earlier in the century several ships included 7-inch 45 caliber guns in their armament. These ships, and the dates their 7-inch guns were removed, are: uss Ramapo (1921); uss Kansas (1918); uss Mississippi (1914); uss Connecticut (1918); uss Idaho (1910); uss Vermont (1912); uss Louisiana (1916); uss New Hampshire (1917). — Ed.



BROADSIDE mounts on battleship Connecticut were among last 7-inch guns used in Navy.



USS HENDERSON (AP 1)—This prewar transport was converted into hospital ship *Bountiful*.

No Bonus for Extending

SIR: A point of information that we cannot find in the new pay schedule has been under fire here for some time. I am about to complete a six-year enlistment for which I am entitled to claim either a \$300 reenlistment bonus, or reenlist and receive a \$360 reenlistment allowance for the six years of the future enlistment. Both cannot be paid - this we understand.

However, if I extend my enlistment for two years can I claim the reenlistment bonus of \$300? Then at the expiration of the extension of the enlistment can I claim the reenlistment allowance of \$360 or whatever it is at that time for reenlisting for a six-year period? — J. H., HMC, USN.

• Pending a decision of the Comptroller General, a reenlistment allowance is not payable upon extension. — Ed.

Why Beans for Breakfast

SIR: Here is a paragraph from an article that appeared in the guest column of the *Pointer*, the station newspaper for the Naval Air Station, Barber's Point, Oahu, T. H. I found the article rather humorous and thought that it might prove as good to the readers of ALL HANDS. Maybe you can answer his question.

"After a quarter of a century of kicking around in the Navy, I have yet to discover *why* beans and ketchup are served for breakfast. Why not spinach and mustard. Or squash and horse radish? Or peas and soy sauce? Why beans and ketchup?" — W. C. J., AMC, USN.

• The substitute dishes suggested by

the *Pointer* correspondent do have their amusing aspects. The reason they aren't served instead of beans for breakfast is this: Beans have an accepted and time-honored place on America's breakfast menu, while these others, of course, have not. Concerning the ketchup, almost always — if not always — one can take it or leave it alone, by choice.

Yes, weird as the dish is inferred to be by the *Pointer* writer, beans are an ancient and honored breakfast food in certain parts of the U. S. From time immemorial, housewives in New England have kept a pot of them on the stove 'most all day on Saturdays. Some of the beans are eaten for supper that evening, but plenty are saved for Sunday's breakfast — for which they were really intended in the first place. Shucks — to ask, "Why beans for breakfast?" is almost like asking, "Why hot dogs at the circus?"

Besides, a lot of people like them. One of our staff writers, who used to be a shipfitter, claims that there's no better breakfast for a hard-working man. Says he used to look forward all week to that bean breakfast. And that was the only day of the week when he wasn't back at the galley door by 1045, gasping with hunger. — Ed.

Who Furnishes the Flag

SIR: A controversy has arisen as to which Department is responsible for furnishing the flag with which to drape the casket of a deceased retired Navy man who had been on inactive duty at time of death. Is the Navy Department or the Veterans Administration required to furnish the flag? — S. G., HMC, USN.

• Although you won't find any regulations that pertain specifically to this matter, the Veterans Administration says they assume responsibility for furnishing the flag from that Department's appropriations in the case of a retired man on inactive duty status. In this case he is considered a veteran.

However, if the deceased were retired but serving on active duty at the time of death, the flag would be furnished from Navy appropriations. — Ed.

Old Henderson and Pilots

SIR: (1) Where and when was the old *USS Henderson* built? I am referring to the prewar transport that shuttled between Norfolk, Va., and the Asiatic station.

(2) When a naval vessel has a harbor or river pilot aboard, does that relieve the commanding officer of the responsibility of the navigation or safety of the ship?

(3) Does the same rule apply to merchant vessels in U. S. or foreign ports? — E. E. O., CHMACH, USN (Ret.).

• (1) *USS Henderson* (AP 1) was built at the Philadelphia Naval Shipyard. She was launched 17 June 1916, and was commissioned 24 May 1917. *Henderson* had an overall length of 483 feet 10 inches, an extreme beam of 61 feet 1 inch, a mean draft of 16 feet, 2 inches, and a standard displacement of 7,750 tons.

(2) No, it does not. Article 0752, para. 2, U. S. Navy Regulations 1948, says that "A pilot is merely an adviser to the commanding officer. His presence on board shall not relieve the commanding officer or any of his subordinates from their responsibility for the proper performance of the duties with which they may be charged concerning the navigation and handling of the ship."

(3) Yes, the same rule does apply to merchant vessels. The pilot does not relieve the master of his responsibilities. — Ed.

Can't Revert If Passed Over

SIR: I am a permanently commissioned officer, unrestricted line, with the rank of lieutenant and have about 14 and a half years service. I was discharged as a chief quartermaster, permanent appointment, on 26 July 1946 in order to accept a permanent commission.

At that time Alnav 418-45 (AS&SL, July-December 1945), stated in effect that personnel in my category who were separated from the Navy involuntarily by the workings of the permanent promotion law would be authorized at their own request to enlist as chief petty officers immediately following separation. Subject Alnav has been cancelled by BuPers Circ. Ltr. 33-49, (NDB, 28 Feb 1949).

(1) If I am passed over twice for selection to lieutenant commander with less than 20 years service what will happen to me? — if over 20 years service, what happens?

(2) Please give the applicable references upon which you base the answers to these questions. The point which I am particularly interested in is, if I am involuntarily retired in accordance with the permanent promotion law, can I revert to chief quartermaster or do I get booted out with two years' pay? — A. J. F. McC., LT, USN.

• Your pay entry date was 25 Sept

No Advanced Storekeeper School

SIR: What information do you have on advanced storekeeper schools? Specifically, where are they located and what are the requirements and length of training. — J. G. D., SK2, USN.

• There are no advanced storekeeper schools. Training above the Class A, or basic level, must be accomplished on-the-job. — Ed.

1935 and you became a commissioned officer 15 Aug 1943.

Under present law, if you are on the active list upon completion of 20 years' active service, including 10 years' commissioned service, you would be eligible for voluntary retirement (section 6 of Act of 21 Feb 1946, Public Law 305, 79th Congress).

You were promoted to lieutenant effective 1 Jan 1949. You will be eligible for consideration for promotion to lieutenant commander in fiscal year 1953 but probably will not be in the promotion zone that early.

(1) The Officer Personnel Act of 1947 provides that lieutenants who have entered a promotion zone and thereafter have twice failed of selection for promotion shall be honorably discharged on 30 June of the fiscal year of the second failure, with severance pay of not to exceed two years' active duty pay. [See Section 312(h)].

(2) There is no provision for reversion to enlisted status, but an officer so discharged could apply for reenlistment. — Ed.

Duty with NROTC Program

SIR: I have tried unsuccessfully to obtain information concerning NROTC duty for enlisted men but thus far the information has been conflicting and confusing. Can you please clear this up for me by answering the following questions:

(1) Which colleges or universities in the 11th, 12th, or 13th Naval Districts use enlisted personnel in their NROTC program?

(2) What are the qualifications as to rate experience, schools attended, etc.?

(3) To whom is a request for this duty addressed? — D. C. K., CMC, USN.

• (1) All NROTC units in the 11th, 12th and 13th Naval Districts have six Navy petty officers and one USMC non-commissioned officer. The units are as follows: 11th Naval District; University of California at Los Angeles, Calif.; University of Southern California, Los Angeles, Calif.; University of New Mexico, Albuquerque, N. M.; 12th Naval District; University of Utah, Salt Lake City, Utah; 13th Naval District; University of Washington, Seattle, Wash.; Oregon State College, Corvallis, Ore.; University of Idaho, Moscow, Idaho.

The rates assigned to each are as follows: one YNC, one SKC, one QMC, one GMC, one FCC, one ETC (or ET1 or ET2) and one sergeant, USMC, making a total of seven.

(2) All Navy petty officers should be chiefs with the exception of the ETs. No CMs of any rate are assigned to NROTC duty.

(3) Requests for this duty should be addressed to the Chief of Naval Personnel, (Attn: Pers B212) via commanding officer and via director of distribution of cognizant naval district. — Ed.

Answers to Most Questions Are in Your Own Personnel Office

Before you send letters to the editor concerning personnel administration, why not contact your ship's office first?

In most cases your questions can be answered on the spot. Navy regulations and directives are widely distributed, and your ship's office personnel become well acquainted with their provisions.

Here's an example: Answers to nine out of 10 questions on duty, detailing and transfers of enlisted personnel can be found in BuPers Circ. Ltr 36-50 (shore duty) and 189-49 (assignment and distribution) and the corresponding fleet circular letters.

Another example: ALL HANDS re-

ceives large numbers of letters asking what battle stars, citations, awards or other commendations have been awarded to a specific ship or other unit. In your personnel office on any ship or station is a publication (NavPers 15,790) which can answer all questions of this nature.

ALL HANDS receives from 400 to 600 letters per month from its readers, but only 40 or 50 are printed in the Letters to the Editor section.

You can help out by checking first with your personnel office. If you can't get an answer there because of the peculiar circumstances of your query, we'll be glad to help on the tough ones.

Rudders and Steering Wheels

SIR: I view with grave alarm the Norse long-ship pictured with H. O. Austin's excellent article on ships' steering gears. My alarm is caused by the fact that the artist has put the steering oar on the wrong side of the vessel — and hence has blown the good old word "starboard" right out of our vocabulary. The steering oar (or "steering-board") was hung from a boss just above the waterline, as the artist has shown it, but it was on the right-hand side of the hull.

From the steering oar's original name, which I seem to recall was *stjernbård*, we finally wound up with steering-board, and the side of the vessel on which it was mounted thus became the "steering-board side." From this the evolution of the term to "starboard side" becomes obvious.

Incidentally, it was really a balanced rudder. There was a blade forward as well as aft of the stock, just as if it were a king-size oar. At the head of the stock, right in front of the helmsman, there was a "club" (or tiller) about three or four feet long which projected inboard at right angle to the stock. When the helmsman raised this club he twisted the stock, throwing the upper blade to starboard and shoving the stern to port. When he depressed the tiller, it acted in the opposite direction. The stock was secured to the boss by a heavy tarred line which came right through the boss and was secured inside the planking, acting as a swivel.

E. Keble Chatterton, in one of his many books, gives credit for the invention of the steering wheel to colonial America, around 1760. Austin gives it to the Venetians, in 1719. Have I misread Chatterton? — G. F. M., CDR, USNR.

• The artist who illustrated our history of rudders admits, shame-facedly, that there is more poetry than truth in his drawing of the Norse long-boat. Concerning the first use of a ship's wheel, however, we are prepared to swap blow for blow.

Writing in the December 1923 issue

of The Mariner's Mirror, Journal of the Society for Nautical Research, Mr. R. C. Anderson, author and book reviewer, says of Mr. E. Keble Chatterton's volume entitled Ship Models:

"Mr. Chatterton's 'considerable research' on the subject of the introduction of the steering wheel has been somewhat disappointing if 1747 is the earliest positive evidence he can produce. Sutherland mentions it in his book of 1717, and it was definitely established in Venetian men-of-war in 1719." — Ed.

ROTC Time Doesn't Count

SIR: I had two years of Army ROTC at the University of Oklahoma in 1928, 1929 and 1930. I attended one summer camp and completed several correspondence courses. However, being unable to pass the physical examination when the time came to get a commission, I simply dropped out.

I volunteered as a naval aviator in 1942 and served three years. Since my discharge I have been associated with the Volunteer Reserve unit here in Oklahoma City. Can the time I spent in the Reserve Officers Training Corps be counted for longevity and retirement purposes? — A. C. A.

• Time served in the ROTC cannot be counted for longevity and retirement purposes. — Ed.

Visiting Hawaii on Leave

SIR: I would like to know if it is possible for a person who is serving in the States to take his leave in the Hawaiian Islands. He would have a leave address while staying there. — R. L. K., YNSA, USN.

• Naval personnel on active duty may visit Hawaii while on authorized leave of absence without specific permission from the Chief of Naval Personnel. Authority for this is Article C-11107 (Para. 2), BuPers Manual (1948). — Ed.

History of AP Rating

SIR: (1) When was the rate of aviation pilot established and discontinued?

(2) Could a chief petty officer, acting appointment, reenlist as chief petty officer, acting appointment, or does he revert to petty officer first class?

(3) NavPers Poster, July 1949,

170067-5, shows recruits in about five different branches; one stripe white, the others blue, green, red, and so forth. Are men enlisted in branches other than seaman? If so, do they wear the branch markings before completing training? — O. E. M., HMC, USN.

• (1) *The aviation pilot rating was established by BuNav Circ. Ltr. 18-1924*

of 13 Mar 1924. It was then available as a pay grade 1 rate only, and only CPOs were authorized to change thereto. Various ratings, however, could have held a "certificate of qualification for heavier-than-air flying" earlier than date of this directive.

The aviation pilot rating, as established above, was abolished by BuNav Circ. Ltr. 66-1927 of 21 Sept 1927 when the following ratings were established: chief aviation pilot, CAP, pay grade 1; aviation pilot, first class, AP1c, pay grade 2.

BuNav Circ. Ltr. No. 10-1933 abolished the ratings of CAP and AP1c, and all APs were changed to an aviation rating or radioman rating with the designation (NAP). Examples: AMM1s (NAP) and RM1c (NAP).

Use of the designation (NAP) was discontinued in March 1942 when the following rates were established by BuPers Circ. Ltr. 43-1942: CAP, AP1c, AP2c, and AP3c.

On 27 July 1942 the rate of AP3e was abolished by BuPers Circ. Ltr. 104-1942 and all enlisted pilots in old pay grades 5 and 4 were automatically advanced to AP2c.

Anav 54-1943 authorized commanding officers to advance all AP2cs to AP1c and directed that all personnel, upon graduation from flight training, were to be rated AP1c. The rate of AP2c was not abolished but was retained for disciplinary cases involving reduction in rating.

The ratings CAP, AP1 and AP2 were abolished on 2 Apr 1948 when the post-war rating structure became effective and all enlisted pilots were changed to one of the aviation ratings and designated (NAP). BuPers Circ. Ltr. 5-49 reduced this designation to (AP).

(2) At the present time when chief petty officers, acting appointment, are discharged and, if reenlisted under continuous service conditions, they are reenlisted in the same rate they held upon discharge and not a petty officer first class rating. See Articles C-1402(3) and C-7208(3), BuPers Manual.

(3) NavPers Poster, July 1949 170067-5, indicates the stripes in four colors and not five. This poster puts into a picture what Article 9-50, Uniform Regulations (1947) states in words:

White Stripes: SR, SA, SN, HR, HA, HN, DR, DA, DN, TR, TA, TN; Red Stripes: FR, FA, FN; Light Blue: CR, CP, CN; Emerald Green: AR, AA, AN.

An the present time all new recruits are enlisted as seaman recruit or airman recruit and some have identifying specialty designators. Article 9-50, Uniform Regulations, 1947, states that such persons "shall wear" group-rate marks.

However, programs open to original enlistment vary to meet the needs of the service. Therefore, various rates might be open to enlistment from time to time. — Ed.

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying The Editor, All Honds Magazine, Room 1809, Bureau of Personnel, Navy Department, Washington 25, D. C. four or more months in advance.

• *uss LST 1024*: All former crew members interested in attending the first reunion of this ship should write to Roger J. Hennessy, Excelsior, Minn. Place and date of reunion are still to be chosen.

• *uss LST 272*: The second annual reunion for former crew members is planned for an indefinite future date. All who are interested should contact Wm. J. Chuelak, 1401 York Ave., New York 21, N. Y., or Charles Coling, 3249 33rd St., Astoria, Long Island, N. Y.

• *uss Mount Olympus (AGC 8)*: All former crew members who are interested in having a reunion of this ship should contact Hal Schell, 428 East 93rd St., Brooklyn 12, N. Y. Tentative plans call for New York City as the place and autumn 1950 as the time.

• *uss Baham (AG 71)*: The second annual reunion will be held on 3 September, in Toledo, Ohio. Eligible to attend are all ship's company personnel, ship repair unit, ComSerRon and ComSerDiv personnel. For further information, get in touch with Olin Schmidt, 2822 Telegraph Road, St. Louis 23, Mo.

• *uss Hemminger (DE 746)*: Former crew members of this ship who are interested in a future reunion should write Thomas J. Cotton, 169-11 90th Ave., Jamaica, Long Island, N. Y.

• *uss LST 612*: Former shipmates who are interested in a reunion in the near future should write to Vincent Rocero, 115 Randolph, Topeka, Kan., indicating where and when they would like to have the reunion.

• *uss Jouett (DD 396)* — All former crew members interested in holding a reunion in New York or Philadelphia in the near future may contact either Joseph Schiaretti, 37 Pearl Street, Trenton, N. J., or Walter S. Brady, 40 Jones Street, Apt. 204, Jersey City, N. J.

• *Ship's Service Department, NAS Quonset, R. I.*: A reunion of World War II personnel who were attached

to this department will be held on 13 May 1950 at Boston Yacht Club, Rowes Wharf Station, Boston, Mass. Write or call Chairman Richard C. O'Brien, Room 23, 108 Massachusetts Ave., Boston.

• *uss Idaho (BB 42)* — Reunion site changed from Boston to Chicago. All who have signed up will be notified of time and location by David C. Graham, QM1, USN, 1390 Niagara St., Anchorage, Middletown, R. I.

• *uss Vincennes (CL 64)*: The first reunion of personnel of the cruiser *Vincennes*, to be held on 3 July 1950 at the Hotel New Yorker in New York City. For further information and for reservations, write Bud Flad, 240 Shafer Ave., Phillipsburg, N. J.

• *uss Franklin (CV 13)*: A reunion to be held at the Governor Clinton Hotel in New York City on 1 July 1950. For additional information on this first reunion of *Franklin* personnel, write Robert A. Ladewig, 1309 Nelson St., Chicago 13, Ill., or George B. Shapiro, Room 729, Chrysler Building, New York 17, N. Y.

• *uss Williamsburg (ex-PG 56)*: A reunion is planned for an indefinite date in September 1950, to be attended by "plank-owners" and "blue-noses" who served aboard this ship at some time between 8 Oct. 1941 and 23 Feb 1943, inclusive. Interested parties should write R. P. McDonnell, Headquarters, Commander Eastern Sea Frontier, New York 7, N. Y.

• *PT Veterans*: The fifth national convention will be held in Philadelphia on Labor Day weekend — 1, 2, 3, 4 Sept 1950. For further information, write Fabian W. Baisley, 85 Central St., Somerville 43, Mass.

• *Fifth Naval District Permanent Shore Patrol*: Second annual convention to be held at Natural Bridge Hotel, Natural Bridge, Va., on 23 Sept 1950. For complete information write S.A. Bruce, Chief of Police, P.O. Box 745, Roanoke, Va.

• *uss Sims (APD 50; ex-DE 154)*: All former crew members interested in holding a first annual reunion of this ship's company should write Gerard J. Niessen, 1400 North Kenilworth, Arlington, Va., or Dale D. Tool, 388 Chestnut St., Chillicothe, Ohio. Place and date are still to be decided.



SKY-GOING WAVE

FLIGHT orderly on MATS planes flying between NAS Patuxent, Md., and Frankfurt, Germany, Wave Ronnie Berg, AD2, is photographed in action during one of her regular runs. Clockwise from above: Manifest is checked at AFB Westover prior to take off for points east. At Lagens Field in the Azores, Ronnie picks up some supplies. Comfort of the passengers is auburn-haired Ronnie's primary responsibility. In the galley in the tail of the plane, she prepares hot coffee and refreshments. The aircraft's pilot checks over details of the flight plan with Ronnie so she can pass on the info to her passengers. Ronnie pauses to wish one of the small fry aboard a pleasant trans-Atlantic hop.



War Souvenirs Make Lethal Playthings

A FEW YEARS back the ads used to claim you'd look nonchalant if you lighted up a certain make cigarette — but you may not stay nonchalant if you light one around that war souvenir you've been displaying on the family mantel.

Neither is it a particularly good idea to use said trophy as an andiron, hammer, football or nutcracker.

Some 77,000 people in this country have been killed or maimed since World War I ended by accidental discharge of "safe" war souvenirs.

Not that the menace is limited to military knickknacks of comparatively recent vintage. Of 56 Civil War projectiles examined near Charleston, S. C., recently, 49 were found to be loaded with explosives and just as dangerous today as they were 85 years ago.

Here are some typical incidents to consider:

- A Japanese mortar grenade was being taken apart by a South Carolina veteran who was unfortunately an amateur at ordnance work. He pounded on the nose fuze until the pin broke, and the grenade discharged and killed him.

- At the invitation of her boy friend, a girl in Cincinnati, Ohio, fired a Jap rifle. The U. S. shell blew the breech apart, and she lost an eye.

- In Fresno, Calif., a 12-year-old boy tried to pry open a 60-mm. mor-



DEADLY today as they were 85 years ago, Civil War projectiles found near Charleston, S. C., are rendered safe by a team of Navy ordnance experts.

tar shell. It opened, but quick, with an explosion that was heard for blocks. The lad was fatally injured.

- Near Charleston, S. C., two men were playing catch with a souvenir hand grenade. A wild pitch jarred out the safety pin, and the score of the ball game was two killed, five injured. Nobody won.

- In Newark, N. J., five children at a birthday party found a bazooka rocket more interesting than ice

cream and cake. All were hospitalized, some crippled for life. Happy birthday!

For a change, here are a couple with happy — or lucky — endings:

- A Maryland man found a bunch of kids playing with an object in a vacant lot. It proved to be a 50-pound aerial demolition bomb, nose cap off, detonator button exposed. Being child-trophy-conscious as well as war-trophy-conscious, he called a halt to the game and summoned police.

- One man had an eight-inch armor piercing Navy shell — weight 260 pounds — as a trophy in his living room. Turned in for a check, it was found to be highly sensitive and was destroyed, blowing a hole in the ground roomy enough for — well, say, for a coffin.

- Then there's the gent who for three years had been using a 155-mm. shell as an anvil. He turned it in, found it was a live shell. Now, pale but hale, he should make his luck pay off at the races.

What to do about your potentially death-dealing war prizes? Well, the War Trophies Safety Committee, formed in April 1947 by joint action of the Navy, War and Treasury Departments and the National Rifle Association, and operating through local state committees, has the following to recommend: Contact your local police chief or sheriff, who



DANGEROUS work for all but the most highly trained ordnancemen, amateur mechanics should never attempt to deactivate military knickknacks.

should know what to do, but if he doesn't —

If your problem's a grenade, shell or bomb, call the nearest Army, Navy or Air Force installation. They'll see that it's made safe for you if possible, and return it to you. The Navy has sent ordnance disposal teams afield to collect such items, but don't wait for the authorities to come to you. Go to them.

If it's a rifle, pistol or shotgun, take it to a qualified gunsmith or technical advisor who will help you determine the condition of the gun, and the proper ammunition for it. Or contact Army, Navy or Air Force. Or write to the National Rifle Association, 1600 Rhode Island Avenue, Washington 6, D. C.

If it's a fully automatic weapon or "gangster type" weapon (e.g., sawed-off shotgun), it can be deactivated by ordnance experts. But if not deactivated, Federal law requires that it be registered with the Commissioner of Internal Revenue.

Any and all questions will be answered by Coordinator, War Trophy Safety Committee, c/o Bureau of Internal Revenue, Washington.

In the meantime, if there is unavoidable delay in having your trophy checked, or if you're the type who just likes to live on top of a volcano, you might heed these suggestions:

- Treat the object like what it is, a dangerous killer.



EXPLOSIVE removed by experts from a once-deadly war souvenir goes up in a harmless puff of smoke.

- Do not turn knobs, pull out pins, drop, gouge, nudge, jiggle, titillate or otherwise disturb the object. In other words, don't monkey with it.

- If you must keep it around, at least don't allow children near it.

- Don't try home workshop deactivation. You might deactivate yourself.

- Don't try to clean explosives from containers. Objects containing substances such as TNT are potentially dangerous even when they appear clean.

- Don't make the mistake of thinking that time is a cure. Civil War duds dredged from the bottom of the Potomac have maimed people.

- Don't, finally, permit your family and friends to appear on a delayed war casualty list. After all, what you now keep as a souvenir was made to kill. It still can, and too often does, do just that. Remember, you're dead a long time.

Chief's Idea Very Helpful

Ponderous Navy PBM seaplanes can now be more easily beached, as the result of a clever idea by L. J. Sandusky, ADC, USN, of the beach repair crew, Advanced Training Unit Number Ten, located at NAS Corpus Christi, Tex.

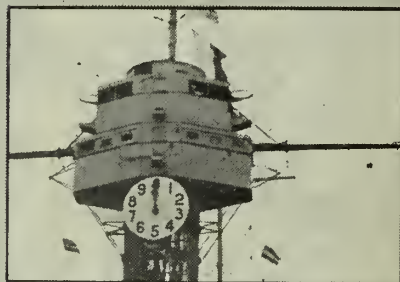
To move the giant seaplane out of the water and up on the ramp, tail beaching equipment must be fastened beneath the stern of the plane. Weighing upwards of 400 pounds, this tail beaching equipment is equipped with two wheels at one end. To maneuver it down the ramp and underneath the plane, one end of the gear must be lifted while pulling or pushing it into place. This is heavy and cumbersome work for repair crew members.

Sandusky reasoned that if a small metal wheel was welded to the end of the beaching gear that normally had to be lifted, the equipment could be rolled down the ramp and under the seaplane, thus eliminating the heavy lifting involved. The wheel he designed did not interfere with the normal function of the gear.

The idea met with approval by the chief's senior officers, and many of ATU No. Ten's beaching gear units have been converted. Not only has the device reduced the work of beaching crew members, but has also cut down damage to equipment that normally resulted when the tail beaching gear was lugged into place.

QUIZ AWEIGH

These questions should be a snap for gees with salt on 'em. Men who have started wearing the blue since the war may find them a little rough.



1. Now obsolete, these clock-like indicators were once located high on the masts of certain of our fighting ships. They indicated (a) range of target (b) position to be taken by certain ships in the formation (c) bearing of target.
2. They were found on (a) all ships over 8,000 tons (b) heavy cruisers and above (c) battleships only.



3. Veterans of fighting in the Pacific will never forget the (a) Helldiver (b) Hellcat (c) Corsair.
4. These planes were used as (a) divebombers (b) fighters (c) rocket-firing support aircraft.



5. Shown above is USS Guam. Now in mothballs, ships of this class are (a) pocket battleships (b) very heavy cruisers (c) battle cruisers.
6. Displacement of these ships is approximately (a) 27,500 tons (b) 24,500 tons (c) 21,500 tons.

ANSWERS TO QUIZ ON PAGE 53



TODAY'S NAVY

7 Squadrons Designated for Antisub Duty; Will Get Large, Single-Engine Airplane

The Grumman AF *Guardian*, believed to be the largest single-engine aircraft in the world, is now in production for the Navy. See p. 36.

As they are delivered to the Navy, the *Guardians* will be assigned to the Navy's antisubmarine squadrons. These squadrons, seven in number at present, have been designated "VS" squadrons to identify their primary mission—detection and destruction of enemy subs. Previously, the squadrons were designated by the letters "VC"—composite carrier aircraft. The VS squadron designation has not been used recently by the Navy until the present time. It was carried by scouting squadrons in prewar days and in early World War II before being discontinued.

The Grumman *Guardian* carries a

crew of four and is described as "in the medium speed and range class." The VS squadrons to which *Guardians* will be assigned are composed at present of Douglas AD *Skyraiders* and World War II *Avengers*. The *Skyraiders* are attack planes and the *Avengers* are torpedo bombers. The Grumman *Guardian* is equipped with the latest electronic detection devices and carries rockets as well as other antisub weapons.

Jet Squadron Goes to Sea

A new chapter in naval aviation history was written when Fighter Squadron 31 went aboard USS *Leyte* (CV 32) to cruise the Mediterranean, thus becoming the first single-engined all-jet fighter squadron to operate from a carrier.

Normally based at Naval Air Station, Quonset Point, R. I., VF-31 flies the new F9F *Panther* and carries a complement of 23 jet pilots and 150 maintenance men. The squadron will return to Quonset in September.

VF-31, originally commissioned in 1938 under the designation of VF-3, is one of the Navy's oldest fighter squadrons and has maintained a high record of efficiency throughout its 12-year history which has seen the transition from conventional engine type to jet-powered planes.

During the war, the "3rd" was dubbed the "Crazy Cat" squadron because of its daring exploits against Japanese forces.

← The Navy in Pictures

HULA TROUPE greets aircraft carrier USS *Valley Forge* (CV 45) on her arrival in Pearl Harbor (above right). Top left: Henrietta Grisot, JCSN, shows features of Wave uniform to four new 13th Nav Dist recruits. Left center: United States Naval Ship *Frederick Funston*, providing logistic support for the armed forces in Alaska, enters harbor at NOB Kodiak. Bottom left: At Morehead City, N. C., a powerful Marine Corps tank-dozer lumbers aboard amphibious utility landing ship in preparation for Operation Cross-over. Lower right: Perched on 6,000 pounds of explosives at North Island, pilots of VA-55 discuss flight tactics.

YESTERDAY'S NAVY



American sovereignty over Island of Guam proclaimed on 27 July 1944. CAPT Murray in the *Constellation* defeated a squadron of nine Tripolitan gunboats 22 July 1802. BuAer established as part of Navy Dept. 12 July 1921.

JULY 1950

SUN	MON	TUE	WED	THU	FRI	1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					



CLUB NEPTUNE, the new, beautifully decorated enlisted men's club at NTC Great Lakes, celebrated opening night by serving free chow to all hands.

Navy Relief Society

This year, as before, 4 May to 6 June is the special period designated by the Navy Relief Society for its annual call for contributions. The May and early June period commemorates the Navy-Marine-Air battles of Midway and the Coral Sea.

During 1949, the Navy Relief Society made loans of more than two million dollars, granting them to 36,476 persons. An additional 3,564 persons or families received outright grants of money, totalling \$193,191. In addition, the society provided non-financial services in 59,934 cases.

No special quotas or goals have been set, regarding total donations. However, the society states, voluntary contributions will be gratefully received.

Seabees Salvage Plane

A Navy *Corsair* fighter, cruising over the Norfolk area, suddenly blew a cylinder. Its pilot coaxed the plane down on the first level stretch of ground he could find — which happened to be a section of soft, spongy beach nine miles south of Dam Neck Naval Base. The pilot pancaked the ship in, with only minor damage. He was not injured.

But real trouble developed when the job of salvaging the plane got underway. The nearest highway was nine miles away, and it was impossible to use the normal salvage methods because of boggy terrain.

A team of seven men from the 105th Construction Battalion took on the job. Equipment was moved to the scene, and as soon as the tide went out, operations began.

During the process of getting the 14,000-pound *Corsair* on a trailer, the crane broke down. By the time it was repaired, the tide was moving back in. Finally, after 23 continuous hours of work, the nine-mile trip across the mushy sand was completed, and the plane turned over to the air station. It will soon be flying again.



SECOND Regular Navy Wave to graduate from parachute rigger school is Roberta Clevenger, PRAN.

The Unknown Serviceman

"Here rests in honored glory an American soldier known but to God," is the inscription familiar to millions of visitors to the Tomb of the Unknown Soldier of World War I at Arlington National Cemetery in Virginia.

Now plans are being completed for a similar memorial enshrinement in May 1951 of an unknown fighting man of World War II who may be a soldier, sailor, marine, airman, or coast guardsman.

To be chosen from among 8,000 unidentifiable war dead in 16 overseas military cemeteries, the unknown serviceman will symbolize all American military servicemen who died in WW II.

Selection will be made through an elimination drawing system involving capsules containing a code number for each unknown serviceman of WW II. From these capsules, to be prepared by the Army Quartermaster Corps, 96 will be chosen and separated into containers representing the 16 cemeteries.

A delegation to be named by the Quartermaster General will meet in Washington and draw six capsules from each container. The first drawn will be the principle capsule; the others, alternates. This is necessary since a further exhaustive examination will be made to assure there is no possible means, now or in the future, identification of any body selected.

One unknown each will be selected from the European, Mediterranean, African-Middle Eastern, and Alaskan theaters, and two from the Pacific theater. Those from the Pacific area will be transported to the U. S. in a Navy vessel and those from other areas will be flown by Air Force planes. All will be assembled in sealed caskets on 26 May at Independence Hall, Philadelphia, where final selection of one unknown will be made. Precautions will be taken to insure that none of the caskets will be identifiable as to the area from which it came.

The final selection during the Independence Hall ceremonies will be made by one of five representatives of the Army, Navy, Air Force, Marine and Coast Guard who were presented the highest awards of those services during WW II.

The method by which the actual selector will be chosen and the manner in which final selection will be

made, is to be agreed upon by the service representatives just prior to the selection ceremony.

The chosen one will be taken aboard a naval warship to Washington where the body will lie in state on the catafalque of the Capitol rotunda until 30 May when it will be entombed in Arlington Cemetery during special Memorial Day services.

The six unidentified dead will be the first of WW II ever to be brought to the U. S. The five unknowns remaining after final selection will be returned under military escort to overseas cemeteries in accordance with an act of Congress which specifies that all unidentified dead, with the exception of the Unknown, will remain in overseas military cemeteries.

The Unknown Soldier of World War I was one of four unidentified Americans whose bodies were disinterred in October 1921 from four U. S. Army cemeteries in France and taken to Chalons-sur-Marne where a wounded and decorated Army sergeant (Edward F. Younger) selected one casket by placing on it a spray of white roses.

The casket arrived in Washington 9 November aboard the U. S. cruiser *Olympia*, Admiral Dewey's flagship in the Battle of Manila Bay, and was placed in the Capitol until Armistice Day when it was escorted to the Arlington Cemetery tomb by President Harding and high-ranking state and military officials.

Small but Mighty Turbine

Navy researchers have come up with another bundle of power in a small package.

A new gas turbine weighing only 200 pounds, yet capable of matching the power of a 3,000-pound diesel engine, has been developed under a Bureau of Ships contract.

Currently the new engine, which produces 175 horsepower, is being tested in trucks. Plans are that it will be used as a power plant for small craft.

The engine has been installed in a 10-ton tractor-trailer and will be test-run on the regular commercial freight hauls that pass over mountains east of Seattle, Wash. The light weight of the turbine is expected to allow trucks to increase their payload greatly.

Although the rate of fuel consumption of the new engine is more than that of conventional gasoline and diesel engines, it can operate on a



FIELD DAY is held prior to retirement ceremony for G. H. Stone, BMC, after 27 years in the Navy. Chief spent 10 in *California* (BB 44, that is).

Serves 27 Years, 10 in One Battleship

Ten years on board one ship should qualify a man to own not only a plank, but also the bolts that hold it down. That was the amount of time served on board the battleship *uss California* (BB 44) by Chief Boatswain's Mate George H. Stone, who is now in the Fleet Reserve.

Stone's release to inactive duty after 27 years in the Regular Navy was marked by a stirring ceremony at the University of Washington, where the chief had been serving on the ROTC training staff.

"I joined the Navy for adventure," Stone told a Navy reporter, "and I sure got it. Right out of recruit training, they shipped me to China for two years." The long hitch on board *California* took place between 1935 and 1945. During that time, the chief saw his ship sunk (at Pearl

Harbor), refloated, modernized and again activated. During the later months of the war, *California* was active in seizing and occupying the Marianas, Leyte and Luzon.

Witnesses at the ceremony had read to them a letter of commendation citing Stone's accomplishments. Among these was a perfect 4.0 record for conduct throughout the 27 years. The rites ended with three cheers from the midshipmen just before the chief was ceremoniously "piped over the side." Throughout the affair, Stone's shipmates had fallen into the spirit of the occasion with high good humor. They had even assisted him in shining his shoes and brushing his uniform for the event.

Plans for the future? "I'm going to rest up for awhile," the chief replied, "before going into business."

variety of fuels. Thus far the turbine has operated successfully on gasoline, kerosene, light and heavy fuel oil and "bottled" gas.

No cooling system is needed for the new engine. It develops full power immediately and does not stall. When used in a truck, it permits a gas-drive transmission similar to the "fluid" drive feature found in many automobiles. The engine also

permits better "power braking" than is possible with diesel and gasoline reciprocating engines.

While the basic design of the gas turbine is similar to that of a jet aircraft engine, there is one basic difference: a portion of the turbine power is utilized by a secondary turbine to turn the shaft, where in a pure jet this power is exhausted to provide thrust.



BLOOD bank contribution is made by CPL E. L. Boorigie with an assist by nurses Schroder and Bright. 105 El Toro marines donated in less than 4 hours.

Suggestion Saves Money

A suggested method of rigging a seaplane ramp, submitted by John L. Daley, BM1, usn, of Naval Air Station, Guantanamo Bay, Cuba, may save the Navy thousands of dollars each year.

Daley suggested the expensive manila lines used to tow seaplanes upon ramps be replaced with wire rope. Where manila must be replaced every three months due to rotting, wire can be used for one year, and provides greater safety and less breakdowns.

Cost of manila lines during one year's operation at NAS, Guantanamo Bay was approximately \$4,000. The wire rig costs approximately \$400.

Daley also suggested that winches be installed and used for towing planes upon the ramp instead of the presently used tractors.

Civilians View the Navy

In another in a series of orientation conferences being held to acquaint them with the armed forces, 73 prominent civilians got a good look at the air and undersea Navy.

Accompanied by SecNav Francis P. Matthews and CNO Admiral Forrest P. Sherman, usn, the 73 were taken on a practice dive on board two new guppy-type submarines of the Atlantic Fleet, *uss Amberjack* (SS 522) and *uss Corporal* (SS 346).

Amberjack and *Corporal* are sister

ships of *uss Pickerel* (SS 524), the snorkel-equipped submarine which recently completed a 21-day, 5200-mile submerged run from Hong Kong, China, to Pearl Harbor, T. H.

In addition to their trip on the submarines, the visitors reviewed the aviation cadet regiment at Pensacola, Fla., the "Annapolis of the Air." They also watched a performance by the "Blue Angels," the Navy's precision flight exhibition team.

The annual orientation meetings were originated by the late James Forrestal, former Secretary of the Navy and first Secretary of Defense.

Recruiting Quota Now 7,000

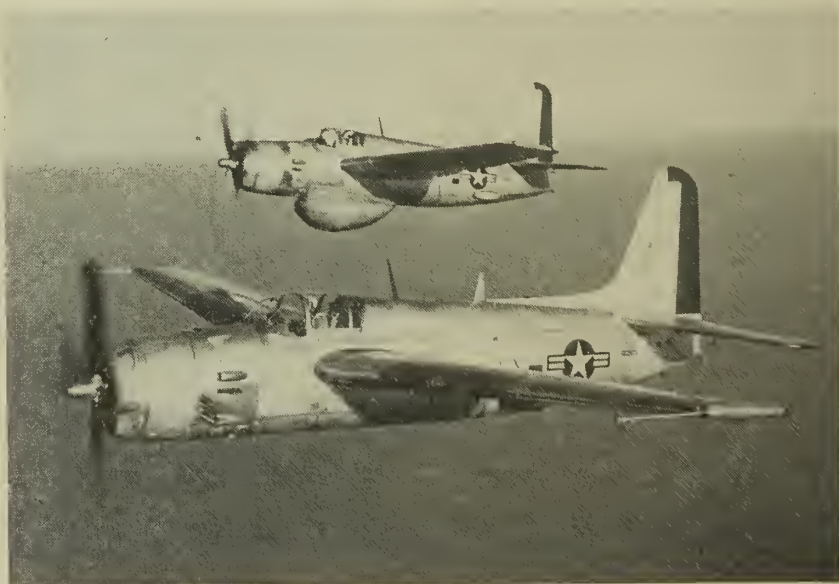
Navy recruiting quotas have been increased more than seven-fold over what they were a few months ago. Approximately 7,000 young men a month can now launch into a naval career.

Along with announcing the present stepped-up pace of recruiting, BuPers reaffirmed its policy of selectivity in enlisting personnel. Said one member of the Recruiting Division, "If our aim were merely to enlist 7,000 men each month, our job would be comparatively simple. But we're faced with the problem of obtaining 7,000 of the nation's *best* young men each month. For that type of young citizen, a person could safely say that our quota is practically wide open at present. This will probably be true for some time to come."

Qualifications for original enlistment in the Navy have always been high. These are, briefly:

- Be of good morals and character.
- Be over 17 and under 31 years of age.
- Must be a citizen of the U.S., either native born or fully naturalized, or a native of a U.S. insular possession.
- Be able to pass the prescribed physical and mental tests.
- Have consent of parents or guardian if less than 18 years of age.

The recruiting people point out the assistance that can be given by men on leave. They have been serving as ambassadors of goodwill abroad," one spokesman mentioned. "They



LARGEST single engine aircraft in the world, AF-2 *Guardians* will be flown by the Navy's seven newly designated VS (air antisubmarine squadrons).

could also be ambassadors of goodwill in their home towns. They meet classmates, renew acquaintances. Their friends are the type of young men the Navy needs."

"Recruiting stations are almost the only Navy contact with many of our inland areas," BuPers said. "Their task could be performed more easily and more effectively with assistance from Navy personnel home on leave. Others, too — those merely ashore on liberty — should remember that they represent the Navy and that their actions and attitudes often influence recruiting for better or worse."

A statement made in 1940 by then Secretary of the Navy Frank Knox is still retained in recruiting directives, and is characteristic of present recruiting policies. It is quoted here in part:

"In order that the efficiency of the Navy may be unimpaired, it is vital that only young men of the highest type be accepted for service.

"Thousands of young men are enlisted in the Navy each year and the very high requirements are being stressed constantly."

Midway One for the Birds

Little Midway Island, out at the northwestern end of the Hawaiian chain, is a very lonely place once more — lonelier than it has been at any time since 1935. The last service personnel were scheduled to be withdrawn by 15 June, and a commercial airline is closing out its own activities there at the same time.

Midway, as many people know, is nothing much but a circle of coral enclosing a lagoon which in turn surrounds two small islands — Sand Island and Eastern Island. The atoll came under enemy attack soon after the U. S. entered World War II. The Battle of Midway, which occurred in early June 1942, cost the U. S. the aircraft carrier *Yorktown* (CV 5) and many planes. However, it cost the enemy four carriers and most of their planes and sent the remainder of their ships fleeing for their lives. This action did much to relieve the threat of a Japanese attack on the U. S. west coast.

(For an excellent account of the Battle of Midway, see *ALL HANDS*, November and December 1943.)

The atoll which was later known as Midway was discovered, and claimed for the U. S., in 1859. Captain Brooks of the Hawaiian bark *Gambia* did the discovering, and for

When Chief Needs Some New Music He Writes It

When Chief Musician William Blake, USN, needs a new march for his San Diego Navy band, he simply sits down and composes one.

Recently, the stocky chief, his hair now graying slightly around the edges, stepped up on the podium in front of the glistening golden horns of his San Diego Naval Training Center band to give the downbeat for his newest and latest march.

A lively, bouncy one, chock full of the salty flavor of the sea, the Chief's new number is named *The Joseph A. Connolly March* for the skipper at the Training Center, Captain Joseph A. Connolly, USN.

Chief Blake unveiled the new march at a personnel inspection held at the Center by Captain Connolly. The skipper grinned from ear to ear as the band oompah-ed its way through the new piece, which had taken Blake four months to complete.

A veteran of 22 years in the Navy, Blake has composed several other band numbers as well. Among them is *It Can Be Done*, a march which gained considerable popularity during the war.

Strangely enough, Chief Blake started his career not as a musician but as a cook. Soon, however, the Navy found that its new recruit was better at blowing a horn than he was



SALTY march was written by W. Blake, MUC, in honor of CAPT J. A. Connolly, CO of NTC San Diego.

at baking a biscuit and shifted him to a musician's billet.

He's been a musician ever since, learning his trade at musician's schools at San Diego Naval Training Center, then at Naval Destroyer Base, San Diego, and finally at Naval Training School, Washington, D. C.

Chief Blake returned to San Diego last September to take charge of the Training Center band, the band in which he himself used to play.

Does he have a hobby? Sure — he listens to music.

awhile the place was called Brooks Island. For a period in the 1860s, America maintained a coaling station there.

In 1903, an American cable relay station was set up on Sand Island in Midway's lagoon. This provided a convenient and valuable telegraphic linkage between the U. S. and the Orient. Much was done to beautify the atoll shortly thereafter, with ironwood and eucalyptus trees, flower beds and special sand-binding grasses being nurtured.

Thirty-two years after the cable people arrived at Midway, Pan American Airways dropped in to set up a seaplane base. From that time to the present, PAA has maintained a base there. Now, however, its Midway facilities — like those of the Navy — will be closed down. Except for the remaining cable personnel, Midway will be inhabited principally by the birds.

Of the many species of birds which live at Midway, the friendly and unfrightened gooney birds (the Laysan Albatross) were most popular with men stationed there. The clumsy and amusing antics of these ungainly creatures did much to keep up the morale of the wartime garrison. In the late 1940s, to assist the feathery entertainers in keeping boredom down, Navymen on Midway built a fine recreation center. (See *Gooney Retreat*, *ALL HANDS*, December 1947, pp. 6-7.)

Upon being evacuated from Midway, many dependents were housed temporarily at the inactivated Kaneohe Naval Air Station near Honolulu to await service husbands and fathers still busily employed at Midway. Other personnel flew directly to the U. S. west coast. A number of Navy contract employees were stationed at the remote atoll until the general evacuation took place.

Flag Rank Orders

Flag rank orders for last month:

Admiral Thomas C. Kinkaid, 'usn, retired 1 May 1950.

Vice Admiral John W. Reeves, Jr., (AV), usn, retired 1 May 1950.

Rear Admiral Charles H. McMorris, usn, Commandant, 14th Naval District, Pearl Harbor, T. H., ordered to assume additional duty as Commander, Naval Base, Pearl Harbor.

Rear Admiral Howard H. Good, usn, Commandant, 13th Naval District, Seattle, Wash., ordered to assume additional duty as Commander, Naval Base Bremerton.

Rear Admiral Frank D. Wagner, (AV), usn, Commandant, 17th Naval District, ordered to 12th Naval District for temporary duty awaiting action on retirement.

Rear Admiral Osborne B. Hardison, (AV), usn, Naval Operations, Navy Department, ordered as Commander, Naval Forces Marianas.

Rear Admiral Allan R. McCann, usn, retired 1 May 1950.

Rear Admiral James Fife, Jr., usn, Commander, Submarine Force, Atlantic Fleet, ordered to Naval Operations, Navy Department, for duty.

Rear Admiral Joseph J. Clark, (AV), usn, Commander, Carrier Division 4, ordered as Commander, Naval Air Bases, 11th and 12th Naval Districts.

Rear Admiral Matthias B. Gardner, (AV), usn, Assistant Chief of Naval Operations, (Operations),



WORLD'S FIRST turboprop flying boat, the ultrafast XP5Y-1 is shown on her maiden flight. She's the latest weapon in the Navy's antisub arsenal.

Navy Department, ordered as Commander, Carrier Division 4.

Rear Admiral Lloyd Harrison (AEDO), usn, Assistant Chief for Design and Engineering, Bureau of Aeronautics, ordered as Force Material Officer, Commander, Air Force, Pacific Fleet.

Rear Admiral Albert M. Bledsoe, usn, Commander, Naval Base, Bremerton, Washington, ordered as Commander, Naval Operating Base, Guantanamo Bay, Cuba.

Rear Admiral William K. Phillips,

usn, Commander, Naval Operating Base, Guantanamo Bay, Cuba, ordered as Commandant, 8th Naval District.

Rear Admiral Stuart S. Murray, usn, Commander, Amphibious Training Command, Atlantic Fleet, ordered as Commander, Submarine Force, Atlantic Fleet.

Rear Admiral Hugh E. Haven, (EDO), usn, Commander, Mare Island Naval Shipyard, Mare Island, Calif., ordered as Commander, Puget Sound Naval Shipyard, Bremerton, Washington.

Rear Admiral Heber H. McLean, usn, Assistant Chief of Naval Operations (Fleet Operations), ordered as Commander, Fleet Activities Yokosuka, Japan.

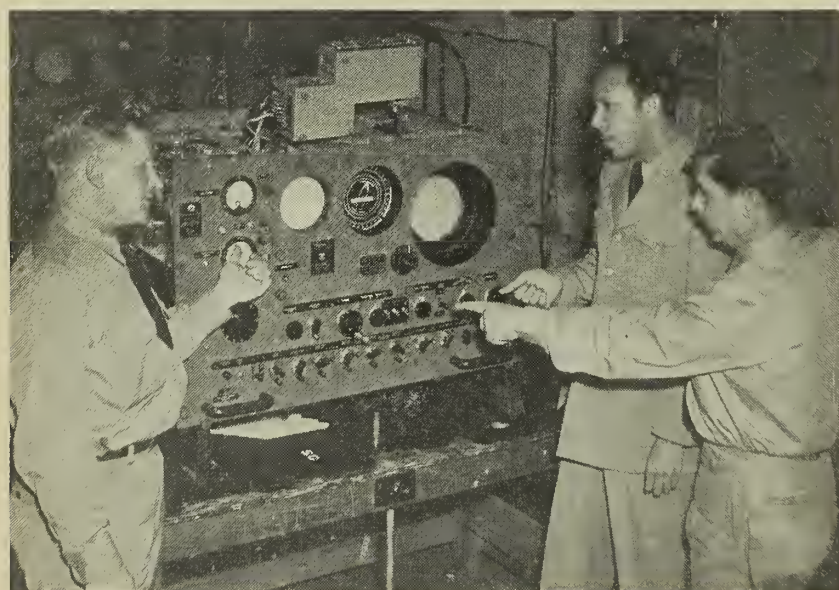
Rear Admiral Richard H. Cruzen, usn, Commander, Naval Base, Pearl Harbor, ordered to duty on Staff, Commander in Chief, Pacific Fleet.

Rear Admiral Robert P. McConnell, (AV), usn, Member, General Board, Washington, D. C., ordered as President, Panel of Boards to Review Discharges and Dismissals, Navy Department.

Rear Admiral Wendell G. Switzer, (AV), usn, Commander, Carrier Division 16, ordered as Commander, Carrier Division 6.

Rear Admiral Milton E. Miles, usn, Commander, Cruiser Division 4, ordered to Naval Operations, Navy Department, for duty.

Rear Admiral Thomas M. Stokes, usn, Naval Operations, Navy Department,



INTRICACIES of modern electronics are taught members of certain foreign navies under a program underway at NavScol Electronics, Treasure Island.

ment, ordered to Commander, Cruiser Division 4, for duty.

Rear Admiral Robert E. Blick, Jr., (AV), USN, Commander, Carrier Division 14, ordered as Commander, Carrier Division 16.

Rear Admiral Hugh H. Goodwin, (AV), USN, Chief of Staff and Aide to Commander in Chief, Atlantic Fleet, ordered as Member, General Board, Navy Department.

Rear Admiral Albert K. Morehouse, (AV), USN, Chief of Staff, Commander, Air Force, Atlantic Fleet, ordered to Commander, Naval Forces Far East, for duty as Chief of Staff and Aide.

Rear Admiral Thomas B. Brittain, USN, Florida Group, Atlantic Reserve Fleet, ordered as Commander, Amphibious Training Command, Atlantic Fleet.

Rear Admiral Clark L. Green, USN, Staff, Commander, Western Sea Frontier, ordered to Naval Operations, Navy Department, for duty.

Rear Admiral William H. Angas, (CEC), USN, retired 1 May 1950.

Rear Admiral Spry O. Claytor, (DC), USN, Inspector of Dental Activities, West Coast, San Francisco, ordered as Assistant Chief, Bureau of Medicine and Surgery (Dentistry) and Chief of the Dental Division.

Rear Admiral Robert S. Davis, (DC), USN, Inspector of Dental Activities, East Coast, New York, ordered as Inspector, Naval Dental Activities, Pacific Coast.

Rear Admiral Henry R. Delaney, (DC), USN, Bureau of Medicine and Surgery, Navy Department, ordered as Inspector, Naval Dental Activities, Atlantic Coast.

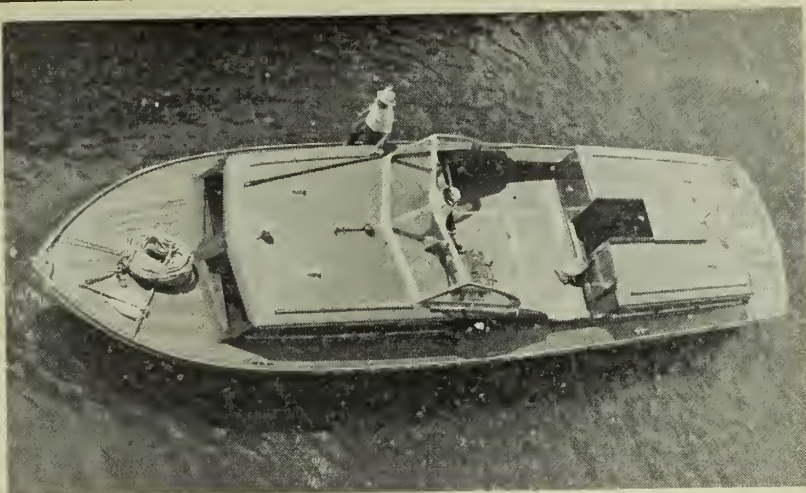
Good Neighbor Visit

Operating out of New Orleans, La., the five ships comprising Destroyer Division 121 made an informal visit to Tampico, Mexico, with 550 Naval Reservists.

While the ships were in port at Tampico, Captain Gordon L. Caswell, USN, Commander DesRon 12, signed Tampico's "gold book" — a sort of guest register. He included words of friendliness and goodwill.

Wilbur Was SecNav

Curtis D. Wilbur, Secretary of the Navy from 1924 to 1929, was inadvertently referred to as William D. Curtis on p. 60 of the May 1950 issue of ALL HANDS, through a typographical error.



STREAMLINED new 40-foot personnel boat will take liberty parties ashore in style and comfort. Of plywood construction, she'll make 16 knots.

Sleek New Liberty Boat Joins the Fleet

The sleek, new 40-foot motor cabin personnel boat shown here has now been put in service aboard some of the larger ships of the Fleet.

On the drawing boards and in the boat ships for more than two years, the new boat has passed all of its tests and has been issued to replace certain of the 35 and 40-foot motor cabin boats now in general use. In time it may replace them all.

Powered by a Gray-Marine 64-HN10 engine, the streamlined craft can make 16 knots top speed as compared with the 10 or 11 knots for the boats that it will replace.

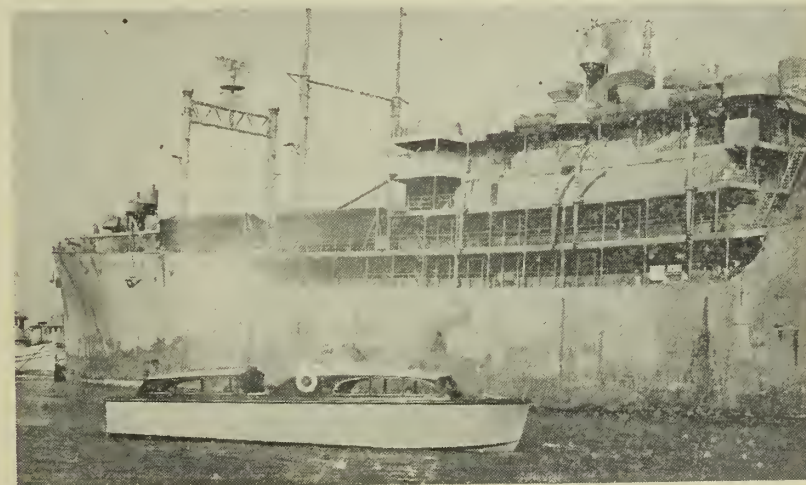
The coxswain stands behind the slanted windshield in an open cock-

pit atop the engine compartment near the center of the boat. His controls are handy.

Inside the two roomy cabins, removable seats line the sides. The seats are modern, comfortable seats of the type often seen on buses ashore.

One new wrinkle in the new 40-foot boat is the small plastic windows that are built into the two cabins. It's the first time windows of plastic have been used in small boats in this fashion.

Thirty-five of the personnel boats are now being built. Only ships equipped to handle them — aircraft carriers, repair ships and tenders — will get them at present.



IDLING alongside ships of the mothball fleet, new liberty boat displays her sleek lines, two roomy cabins and coxswain's screened open cockpit.

Brief news items about other branches of the armed services.

★ ★ ★

SIGNAL CORPS ENGINEERS, knowing that the U.S. must import most of its high-grade mica, have come up with a radio part which uses no mica — and does just as good a job.

Instead of a thin sheet of mica formerly used in condensers for Signal Corps radios and other equipment, the engineers say that a ribbon of glass will serve just as well.

Use of the newly developed glass ribbon instead of mica will not only help this country conserve its strategic materials, it will also produce a condenser of similar quality but of one-sixth the size of the old one.

Moreover, it will save money in the bargain. Long hours spent by workers sorting sheets of mica can now be turned to more productive labor.

★ ★ ★

A CREWLESS LIGHTSHIP, the first of its kind in ocean use, will soon undergo service trials by the Coast Guard at the entrance to New York Harbor.

In place of the usual 17-man crew, automatic instruments aboard the new lightship will do all the work. Special radio-controlled devices will operate the ship's fog signal and radio beacon. Its big, brilliant 10,000-candlepower light will shine continuously.

To oversee this crewless guardian of the sea lanes, an alert Coast Guardsman will sit before a control panel in a lookout tower on Sandy Hook, three miles distant. By flicking switches before him, he will be able to turn the fog signal off or on depending upon the weather, shift power to one of three electric generators or switch to a stand-by radio beacon in case of a beacon failure.

This new-type, self-operating lightship carries the number, EXP-99, Experimental Lightship 99. It carries no propulsion machinery. It must be towed into position, then securely anchored.

If its new lightship proves to be practical, the Coast Guard may install similar vessels at some of the 37 lightship stations along the U. S. coastline. In addition to being less expensive to construct, the vessels will save the Coast Guard as much as \$59,000 a year in reduced personnel costs for each vessel, it is estimated.



CREWLESS lightship being tested by Coast Guard may replace manned vessels guarding U. S. shipping lanes.

DISTINCTION of being among the first Air Force pilots to ever make a "thousandth landing" on an aircraft carrier belongs to Captain Curtis N. Metcalf, USAF, who is on exchange duty with the Navy.

Captain Metcalf, attached to Fighter Squadron 171 of Carrier Air Group 17, NAS Jacksonville, Fla., made the 22,000th carrier landing on *uss Philippine Sea* when returning from a routine mission during "Operation Portrex."

It came as a surprise to the captain. He had no idea what was in store for him as he set his *Banshee* jet-fighter down on the broad flight deck.

"In fact," Captain Metcalf grinned, "I wouldn't have made it if I hadn't developed trouble with the retractable nose gear of my plane and had to return ahead of schedule. The first I knew of my feat was when I was summoned to the captain's bridge to receive the congratulations of the skipper and other officers."

Captain Metcalf also set another record that day. He is the first pilot of either service to set down a jet-plane for a "thousandth carrier landing."

In keeping with the traditions of a "thousandth landing" a huge 650-pound, 12-layer cake was baked that day by ship's bakers and Captain Metcalf was accorded the honor of cutting the immense thing. — Douglas J. Huggard, JO2, USN.

★ ★ ★

ALL AIR FORCE HOSPITALS at bases which have an active flying program are establishing a standard program for emergency standby medical service for crash victims. Facilities will include equipment for administering oxygen and large quantities of plasma, whole blood and other fluids.

The new program is an addition to present standby crash facilities provided at all Air Force bases. It is patterned after the crash service put into operation at Bolling Air Force Base Hospital, Washington, D. C. One of the most important items of equipment to be included at each hospital is a mobile operation cart. "Fracture beds" will be provided for accident victims with broken bones. All medical personnel at each base will be available immediately in the event of a crash.

★ ★ ★

OPERATING RANGE of the Air Force's F-84E *Thunderjet* fighter is now more than a radius of 1,000 miles, due to the installation of two additional 230-gallon fuel tanks.

The extra tanks are mounted on bomb shackles beneath the wings, and along with regular wingtip tanks, give the plane an external fuel capacity of 920 gallons. Wingtip and bomb shackle tanks are identical in design, and interchangeable. All the plane's external tanks may be dropped when additional combat speed is needed.

Prior to installation of the new tanks, the *Thunderjet* had a combat radius of 850 miles. Depending on the aircraft's mission, either the new tanks or bombs may be carried in the bomb shackles.



Capt Metcalf, USAF

AS MANY AS 14 navigation students can receive instruction simultaneously in a new-type plane, a prototype of which has been received at Ellington Air Force Base, San Antonio, Tex.

The new plane, the T-29, is powered by two engines rated at 2,400 horsepower each at takeoff. Top speed is more than 300 miles an hour, cruising speed is approximately 250 miles per hour, and service ceiling above 27,000 feet. Approximate dimensions are: wingspan, 92 feet; length, 75 feet; height, 27 feet. Propellers are three-bladed, full-feathering, reversible-pitch.

The T-29 "flying classroom" is a modification of the Convair Model 240 transport. Four instructors or more can accompany students during each flight. This permits direct observation and training of cadet navigators during actual navigation problems.

★ ★ ★

A NEW SIGHT for use in directing machinegun fire or rockets from a jet fighter has been unveiled by the Air Force. The new electronic device, which is said to do "everything but fly the plane," is called the A-1C.

With the A-1C sight, all the jet pilot has to do is to keep his target inside a circular pattern of light or centered in the cross-hairs. The sight relieves the pilot of figuring such things as drift, angle, wind and distance — problems which are especially tough in high-speed jet planes. It can be used day or night against any target that reflects a radar beam.

The new sight was first used publicly at an Air Force gunnery meet at Las Vegas, Nev. At that time, manual controls were used, because targets employed there were not of a type that would produce radar "pips."

★ ★ ★

HERE IS WHAT, figuratively speaking, the Army is saying to the nation's farmers this summer:

"I'd like to buy 1,600,000 gallons of tomato juice — 12,855,000 pounds of it, if you'd rather sell by weight; or 18 swimmingpoolfuls, if you live in California. And how about 10½ million pounds of peaches and 9½ million pounds of corn and 7,774,000 pounds of string beans and around two million pounds of cherries (red, sour, pitted)? Check? Now for a few million pounds of sweet potatoes, and tomatoes, and peas, and carrots. . . ."

The Army Quartermaster Corps now does the canned fruit and vegetable buying for the Navy, the Marine Corps and the Air Force in addition to its own. In inviting bids for the task of supplying these needs of the armed forces, the Army listed 27 items, totalling almost 100 million pounds or nearly 50,000 tons.

Among the three smallest quantities asked for was that of spinach — only 371,000 pounds. The smallest of all was the requested amount of lima beans. Only 93,000 pounds of lima beans will be needed this year.

★ ★ ★

WHEN JET PILOTS are forced to hit the silk over barren Arctic wastes, they will get a measure of comfort from knowing they are carrying an airborne post exchange with them.

A new Arctic survival kit, developed by the Air Force Aero Medical Laboratory, should greatly increase the pilot's chances of survival while awaiting rescue.

Weighing only 24 pounds, the kit is fastened securely



ARCTIC survival kit designed by the USAF's Aero Medical Laboratory is currently undergoing tests in Alaska.

to the pilot's parachute and cannot be lost in descent. Twenty-two different items fit into the compact kit, which doubles as a seat cushion while the aircraft is in flight.

Among the items in the kit are 10 days' food rations, a canned heat cook stove, a .22-caliber pistol and 100 rounds of ammunition, ski goggles, arctic mittens, signaling mirror, flares, wool socks, water container, pocket knife, waterproof matches, survival manual and a vacuum-packed sleeping bag which will keep its occupant warm at 40 degrees below zero.

The kit is now undergoing tests in Alaska. The zippered container for the Arctic equipment will also be used for survival kits designed for land survival in warmer climates.

★ ★ ★

MOVIES ARE NOT the only shows produced in Southern California, as attested by an amphibious attack demonstration staged in May by combined Navy and Marine Corps land, sea and air elements for the benefit of 450 Army officers.

Known as "Demon III," the exercises were witnessed by student-officers (major or above) of the U. S. Army's advanced school, the Command and General Staff College, Fort Leavenworth, Kans., who were flown to San Diego in transports of the First Marine Air Wing based at El Toro.

Designed to augment that portion of the school's curriculum in which joint operations are taken under intensive study, the maneuvers included an amphibious landing attack of San Clemente Island under a bombardment by planes, naval guns and rockets, a demonstration of reconnaissance and beach approach clearance by underwater demolition and reconnaissance units, and the ship-to-shore movement of marine assault waves.

A second phase of the demonstration was conducted near Camp Pendleton at Oceanside where the Army officers gathered on a promontory overlooking the beach at Aliso Canyon to watch from a defender's point of view the actual landings, made while controlled demolition charges simulated shell, rocket and bomb explosions.

THE BULLETIN BOARD

250 POls in 59 Ratings Selected for Advancement to CPO

Advancement of 250 first class petty officers to chief petty officer, acting appointment, has been authorized by the Chief of Naval Personnel.

Selected for advancement were those personnel with the highest multiple standing in their respective ratings, as compiled from their scores in the Navy-wide CPO examinations conducted last December.

A list containing the name, service

number, duty station and other information on each candidate selected for advancement is contained in BuPers Circ. Ltr. 56-50, (NDB, 30 Apr 1950). This directive states that advancement of these candidates will not be effected earlier than June 1950, nor later than 1 Aug 1950.

Also contained in the circular letter is a list of candidates who passed their examinations, but whose mul-

tiplex standings were lower than those of the candidates selected for advancement. BuPers points out that because of the large excess of CPOs, a general increase in the pay grade E-7 reenlistment rate, and strict budgetary limitations, it is impossible to advance all personnel who passed their examination. Any additional advancements to CPO that BuPers finds it practicable to authorize will be of candidates whose names are contained in this "eligibility" list, selected in strict numerical order to final multiplex score.

A total of 1,702 personnel, whose names are not included on either the advancement or eligibility lists, passed their examinations. Their final multiple scores were not high enough for their names to be included on either list. However, the Chief of Naval Personnel states that in the event that changing conditions allow a greater number of additional personnel to be advanced than are named on the eligibility list, these further advancements would be of successful candidates in strict order of multiple computation from the remaining 1,702 successful personnel.

No lists will be published by BuPers containing the names of successful candidates who are not named in the advancement or eligibility lists, or of candidates who failed the exam. However, commanding officers may obtain the examination results of candidates assigned to their command by requesting this information from the Chief of Naval Personnel, (Attn: Pers E3).

Listed below are the number of personnel advanced to chief petty officer, acting, in each rating: BM, 3; QM, 2; GM, 2; FC, 3; DC, 1; RM, 17; RD, 6; SO, 3; MM, 2; EN, 2; AD, 2; MR, 3; TM, 2; MN, 1; AO, 1; FT, 3; ET, 41; AL, 1; AT, 26; EM, 14; AE, 2; IC, 2; BT, 2; ME, 2; AM, 1; FP, 2; ML, 1; PM, 1; IM, 1; OM, 1; TD, 3; AB, 8; PR, 1; AG, 2; AC, 6; YN, 27; PN, 2; TE, 4; SK, 2; AK, 1; DK, 2; MA, 5; PI, 1; LI, 1; PH, 1; AF, 1; JO, 2; CS, 2; SH, 6; MU, 1; BU, 1; CD, 2; SW, 1; UT, 1; CM, 1; CT, 11; HM, 2; DT, 1; SD, 2.

WAY BACK WHEN

Origin of Ships

One day back in extreme antiquity a primitive man was lying on the shore gazing out over the water when a log floated by. For the lack of anything better to do he waded out to the log and draped his body over it. He found that the log could carry him down the stream.

That's probably not the way the initial idea for the modern ocean-going vessels of today was born. But it might well be, because the early history of ships is just a mass of tradition and conjecture. This much is known: the legends of most early nations tell of ships.

Historians agree that the predecessor to the ship probably was the log, first a floating log and later one hollowed out by fire or the stone ax. To back this up is the fact that the word "ship" comes from the Greek *skaptein* which means to scoop out.

As the men of antiquity gained more confidence in their logs, they undoubtedly experimented with a group of logs to form a raft that could carry them more safely out on larger bodies of water. Also early in the game were the inflated skins that helped to increase their vessel's buoyancy. Where timber was not readily available, wicker

boats were made with reeds and bitumen or pitch.

Among the many legends about these early beginnings of boats and ships is the one by a Phoenician who explains that a god named Osous took a tree a storm had blown down and that lightning had hollowed out and first ventured to sea.

The voyage of the sons of Noah is the first mentioned in the Bible. Actually, the Ark, the first vessel referred to, was little more than a covered floating raft. But for its time it was a sizeable project. It measured 450 feet in length, 75 feet in beam and 45 feet high. Students of the subject have figured out that it was capable of carrying some 15,000 tons.

Chaldea, an ancient Semetic tribe and among the earliest of historic nations, probably had vessels out on the Persian Gulf. Later the Phoenicians who lived a dozen or more centuries before Christ brought the early sea knowledge to the Mediterranean.

The Phoenicians were the great maritime people of antiquity and were believed to have developed their vessels to the point where they had one or two banks of oars. Their vessels were characterized by a sharp prow and a high stern, were up to 40 feet long and were rowed by 18 to 22 men.

Phoenician ships used the Mediterranean as a private lake for many centuries. Their merchant ships even invaded the western Mediterranean and colonies which perpetuated their fame in maritime activities were widely established.

The Greeks gradually succeeded the Phoenicians as masters of the Eastern Sea and brought the ship well within the range of recorded history. The Carthaginians who followed in the wake of their illustrious predecessors and the Romans developed the warship during their struggle for supremacy.



Six-Month Course Open To Junior Officers Desiring Submarine Training

Junior officers who want to serve in submarines may apply for the six-month basic training course at Submarine School, New London, Conn.

The latest course will open 1 Jan 1951. Applications are desired from line officers of the rank of lieutenant (junior grade) and ensign and must reach the Chief of Naval Personnel (Attn: Pers B1117) by 15 Aug 1950.

Volunteers must rank from 5 June 1949 or before if they are lieutenants (junior grade) and from 1 Jan 1950 if ensigns. In addition, all officers selected must have at least one year of commissioned service as of 1 Jan 1951.

All officers who apply for the submarine training course must be qualified to stand OOD watches underway. In the forwarding endorsement to an officer's application, his commanding officer will state whether the applicant is so qualified.

Officers will be selected for training on the basis of their fitness report records and their educational background as well as on their ability to stand an underway OOD watch.

Each officer's application must also be accompanied by a certificate of a medical officer stating that the candidate is physically qualified for sub duty under existing BuMed standards.

The directive which announces the new class, BuPers Circ. Ltr. 59-50 (NDB, 1 May 1950), adds that there are a limited number of quarters available at the New London base for married officer students. Upon receipt of their orders, married officers should request assignment to quarters from the Commanding Officer, Submarine Base, New London, Conn.

Navy Wives Club Chapter Plans to Help Paraplegics

The Leo McDonough Memorial, Navy Wives Club of America, Inc., No. 61, of Brooklyn, N. Y., invites all eligible women of its neighboring area to join.

The Leo McDonough Memorial chapter is interested in helping paraplegics at the St. Albans Naval Hospital, St. Albans, Long Island. Ladies interested in joining the chapter should contact Mrs. Alice Corbett at 3018 Church Ave., Brooklyn 26, N. Y.



"But you told me we'd paint the town red."

Women Officers Will Wear Gold Stripes and Insignia

All women officers of the Navy are now authorized to wear dark blue uniforms with gold stripes and gold line or Corps insignia. The presently prescribed women officers' uniform is "Navy blue," a lighter shade, with light blue stripes to indicate rank. The changeover is to be completed by 1 July 1952, except for overcoats.

The style of women officers' uniforms will continue to be the single-breasted design. The coat collar device, prescribed for Wave officers, will be completely eliminated as of 1 July 1952. It will not be worn on the dark blue uniform. Navy nurses, whose old type uniform was double-breasted, are changing to the single-breasted style. Except for the line or corps device and variations in stripes indicating rank, all women officers' uniforms will be identical.

The dark blue overcoat will not be mandatory until 1 July 1955. Those owning overcoats of the lighter blue shade may wear them until that time. Except for overcoats, it will not be permissible to wear garments of the two shades of blue simultaneously.

Overcoats and raincoats for women officers will have shoulder straps. Set-in sleeves, since they are better adapted for the use of shoulder straps, will be substituted for the current "raglan" type used in women officers' raincoats. Beginning 1 July 1952, metal rank insignia will be worn on the shoulder straps. At the same time, overcoat sleeve stripes of braid will be removed and discarded.

The light blue shade, or Navy blue, uniform now worn by enlisted women will continue unchanged.

Did You Get Your NSLI Dividend Check? Mailing Job Will End This Month

The bulk of the job of refunding two and four-fifths billion dollars to holders of National Service Life Insurance will be finished by the end of June 1950.

At the end of three months of mailing out dividend checks, the Veterans Administration had distributed more than 13,000,000 separate refunds. This was by mid-April. At that time, "only" one and one-half million applications were on hand and unpaid. However, it was estimated that a million persons eligible for refunds had not yet applied.

The end of June, while given as the time when the task is expected to be largely completed, does not constitute a deadline for applications. Any applications made after that time will be processed as they arrive. Queries concerning non-receipt of checks will also be answered after 30 June, but until that time VA still requests policy-holders not to write concerning their dividends.

Those who have received their checks and wish to have questions concerning them answered should write to the VA office handling their accounts. Location of such office is given in printed material sent with the checks.

If, by any chance, you haven't applied for your NSLI refund, you can find out how to do so by referring to BuPers Circular Letter No. 124-49, NDB, 15 Aug 1949, or by getting a copy of ALL HANDS, September 1949. The information you'll want is on page 42.



"Mighty fine paint job you did on that ladder, Jeffrey."

Advancement of Warrants Under Study

The subject of advancement of warrant officers to higher warrant pay grades is now under study by a joint committee, and the study will not be completed for several months. The Bureau of Naval Personnel requests that officers refrain meanwhile from correspondence on the matter, pending publication of regulations.

Here is background information on the subject of assigning warrant officers to the various pay grades:

All commissioned warrant and warrant officers, including those serving temporarily in the grades of ensign or above, were initially distributed on 1 Oct 1949 in warrant pay grades prescribed by the Career Compensation Act. Warrant officers were placed in pay grade W-1. Commissioned warrants with less than six years' commissioned service were placed in W-2. Those with more than six but less than 12 years' commissioned service were placed in W-3, and those with

more than 12 years' commissioned service, in W-4.

Commissioned warrant officers who had completed more than 10 or more than 20 years' commissioned service as of 1 Oct 1949, but had been denied certificates of creditable record for such service, were placed in W-2 and W-3, respectively. All commissioned warrant officers' commissioned service was computed from effective date—date on which pay commenced—of initial appointment, permanent or temporary, to commissioned grade through 30 Sept 1949. Date of rank was not used, because that is assigned solely for precedence purposes.

Only those commissioned warrant officers and warrant officers serving as such were entitled to pay based on their warrant pay grade assignments. In order to remove any doubt as to what pay grade these people were entitled to, BuPers Circ. Ltr. 192-49 (NDB, 15 Nov 1949) listed by name

all such people in pay grades W-4 and W-3. All other commissioned warrant officers serving as such were in W-2, and all warrant officers serving as such were in W-1. Officers whose temporary status as ensign or above were terminated after 1 Oct 1949 have been assigned their effective warrant pay grade in their termination letter.

After the initial distribution of all warrant officers, a board was convened as announced by Alnav 97-49 (NDB, 31 Oct 1949). Purpose of this board was to consider for placement in a higher warrant pay grade based on performance of duty commissioned warrant and warrant officers who had served or were serving under temporary appointments of ensign or above. BuPers Circ. Ltr. 35-50 (NDB, 15 Mar 1950) announced in its Enclosure (1) the pay grade assigned to all permanent commissioned warrant and warrant officers recommended by the board for a higher warrant pay grade on the basis of performance of duty.

Enclosure (2) of that circular letter announced for record purposes the pay grade assignment of all other permanent commissioned warrant and warrant officers based on their initial distribution as of 1 Oct 1949. All included therein who had served or were serving as ensign or above were considered by the board announced by Alnav 97-49, but were not recommended for advancement to higher warrant pay grades.

The record of every permanent commissioned warrant and warrant officer who has served or is now serving in the grade of ensign or above was submitted to the board and all received the same consideration. The number authorized to be recommended for advancement was limited for budgetary reasons. Non-advancement by the board is not an unfavorable reflection upon the careers of these officers.

There will be no further advancements to warrant pay grades based on performance of duty in the grades of ensign or above. Eligibility will be based on additional warrant or commissioned service accumulated after 1 Oct 1949.

As new information becomes available concerning this subject ALL HANDS will pass it on to readers.

Parallel Careers of Two Marines Finally Diverge

When they graduated from the same San Diego high school in 1938, Leslie Brown and Jay Hubbard entered junior college in the same class. A year and a half later they both quit and joined the Marine Corps together. Since then a lot has happened to them—usually to both at the same time.

The two Marine recruits were assigned to the same company at "boot" camp, graduated in the same platoon and were sent to sea school in the same class. Next, they were transferred to USS *Mississippi*. Later they were promoted from private to corporal, then to sergeant, on the same lists. Two years later both were transferred to the 12th Defense Battalion.

The two sergeants decided to get married—presumably at the same time. They married two girls they had double-dated in high school. It was, of course, a double ceremony.

Both Marines were sent overseas, Brown with the Second Marine Division, Hubbard with the Marine Raiders. Again, however, they were promoted to platoon sergeant on the same list. Later, both were spot promoted to second lieutenant—with,

don't guess, the same date of rank.

The two Marines ran into each other again on Okinawa, and although members of different divisions, returned to the U. S. within a few days of each other in 1945. Both were assigned to duty at Headquarters, Marine Corps, Washington, D. C.

They celebrated their third wedding anniversary by having their double wedding ceremony repeated.

In 1946 Brown and Hubbard were ordered to flight training and went through flight schools at Dallas, Corpus Christi, and Pensacola together. They received their naval aviator's wings at the same ceremony. About this time they became fathers—within a few weeks of each other. Each named his son after the other.

The parallel careers of Captains Brown and Hubbard finally became broken when Brown was ordered to jet training. He is now an instructor in Marine Fighter Squadron 311, while Captain Hubbard is assistant supply officer at an eastern base.

Captain Brown, incidentally, is senior to Captain Hubbard—by one number.

Enlisted Personnel Still May Qualify for NavCad Training

Enlisted men are reminded that they may still qualify for Naval Aviation Cadet training under the liberal qualification standards set for the program.

These qualification standards were listed in a joint BuPers-MarCorps letter of 18 July 1949 (NDB, 31 July 1949) and apply to enlisted men on active duty in the Navy, Naval Reserve, Marine Corps and Marine Corps Reserve.

Under the NavCad program, men are procured both from the Fleet and

Marine Corps and from civilian life. To be eligible to be considered under the present qualifications, an applicant now on active duty in the Navy or Marine Corps must —

- Be a natural born citizen of the U. S. or naturalized for a period of at least 10 years.

- Have completed education as follows: At least two full academic years — 60 semester hours or 90 quarter hours — of passing work at an accredited college or university, or have graduated from an accredited high school or secondary school and attained high standard classification test scores. For high school graduates without two years of college, minimum test scores are, for naval personnel, GCT plus ARI 120; Mech 58. For Marine Corps personnel, minimum scores are GCT 120; MA 116. Completion of two years' college work is mandatory in the case of civilian candidates.

- Have reached his 18th birthday but not have passed his 27th birthday on the date his application is submitted.

- Agree to remain on active duty for four years including the period in training as a NavCad, unless released sooner by the Navy Department.

- Be unmarried and agree to remain unmarried until commissioned.

- Attain at least a "C" grade in the aviation classification test and mechanical comprehension test and a flight aptitude rating of at least "D."

- Be physically qualified and aeronautically adapted for duty involving flying and the actual control of aircraft. The current edition of the Manual of the Medical Department, U. S. Navy, gives the required standards in this respect.

- Be strongly motivated to fly.

- Possess officer-like qualities.

Men who previously have been dropped from any military flight training program by reason of flight failure are not eligible to apply. Also ineligible are those who previously have qualified as a naval or military aviator in any branch of the armed services.

Upon final review of his application by BuPers, each applicant will be notified in writing, via his CO, of

the action taken in his case. The names of eligible applicants will be placed on a priority list, in accordance with their qualifications and men will be selected from this list for assignment to NavCad training.

In selecting candidates from this list, the Bureau will be governed by quota allowances. No specific information can be given as to when an individual will be ordered to flight training. Accepted applicants will be ordered by the Bureau or by the Commandant, U. S. Marine Corps, to report to the Chief of Naval Air Training, Naval Air Station, Pensacola, Fla. Upon reporting they will be processed for enlistment in or transfer to the grade of Naval Aviation Cadet, Class V-5, USNR.

NavCads who successfully complete the flight training course will be appointed as ensigns, 1325, USNR, or second lieutenants, USMCR, when they receive their designation as naval aviator.

Upon fulfillment of their contract after four years of service, candidates selected under this joint letter will be released to inactive duty. At that time, should vacancies in the service permit, a limited number may be kept on active duty — subject to their own request. After 18 months' commissioned service in the Naval Reserve or Marine Corps Reserve, a limited number may be appointed to the Regular Navy or Marine Corps. This, too, is subject to the needs of the service.



Fire-Fighters on Holiday Burn Down Old Piers

It's a merry day for firemen when they're called out to burn something down for a change.

That's what happened at NAS Alameda, Calif., where rotting ferry slips dating back as far as 1869 were serving no good purpose. On the negative side, they were downright hazardous to planes taking off from the field.

The station's fire marshal, Chief Machinist R. D. Foster, usn, called out his fire fighters, and the piers were soaked with 1,500 gallons of salvage oil and another 500 gallons of gasoline.

Then, with the help of a Marine Corps sergeant who knows about such things, the fire marshall lined up behind a flame thrower in a boat and let the piers have it.

The scarred, smoldering pilings that remained after the fire burned out were combed through by the base's public works personnel for scrap iron and other salvageable materials.

Former Enlisted Man Gets Wings in NavCad Program

The first former enlisted man to earn his commission under the two-year-old NavCad program has received his wings of gold.

He is Ensign Rupert L. Warren, Jr., USNR, an aviation machinist's mate first class before he entered NavCad training.

Warren was selected for flight training under the cadet program while on duty at Naval Air Facility, South Weymouth, Mass., and received his commission and his wings in graduation ceremonies at Naval Air Station, Corpus Christi, Tex.

Hazardous Duty and Special Pay Covered by Third in Series

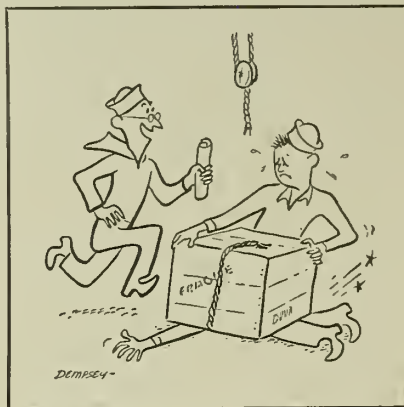
This is the third in a series of articles on the new pay law — the Career Compensation Act of 1949 — which ALL HANDS is publishing to acquaint its readers with the new pay provisions.

In the first, you read how the Navy figures out your pay increases due to longevity. In the second, you found out how your subsistence and quarters allowances differ under the new pay law. In this one, let's take a look at Incentive Pay and Special Pay.

Incentive Pay

It has been recognized by the armed forces for some time that certain peacetime duties are more hazardous than others. A job like that of a bomb disposal man is a lot tougher on the individual than, say, recruiting duty. Since certain billets are tougher, the Career Compensation Act continues to authorize additional pay for duty in these billets.

Under the new law, sailors will get a little something extra in the pay envelope for all hazardous duties authorized under old regulations — and



"Where's McCann? . . . Bet he'll be glad to know his transfer came through."

for two other duties as well. The two duties added are: duty involving contact with persons afflicted with leprosy, and demolition duty. Regulations for these two new categories, however, have not yet been issued. As ALL HANDS goes to press, the Department of Defense Personnel Policy Board is meeting to decide the provisions under which sailors will draw hazardous duty pay for working with lepers and demolition duty.

In addition to adding these two new categories of incentive pay, the Career Compensation Act also makes a change in the method of payment of incentive pay for "flight pay," "submarine pay" and "diving pay."

Flight pay, sub pay and diving pay used to be authorized on a percentage basis. For example, a crew member authorized flight pay got an increase of 50 per cent of basic pay added to his monthly pay check. Now, he will get a flat amount, depending upon his grade — the higher his grade, the greater his flight pay, up to O-6.

Here is a run-down of the types of hazardous duty pay now authorized for Navy personnel under the Career Compensation Act:

- **Flight pay** — Take a look at the accompanying chart for your new pay scale for flight pay. In most cases, you will notice, the amount of flight pay you get has been reduced from the amount you drew when flight pay was 50 per cent of basic pay. It was felt that the new scale was more in line with the incentive pay authorized for other types of hazardous duty.

The requirements for flight pay,

however, remain what they were under old regulations, although they may be amended at any time in the future. To be eligible, crew members must make "frequent and regular aerial flights." Incidentally, aviation cadets are not eligible for flight pay under the new law.

- **Submarine pay** — Sub pay is figured on the same basis as flight pay for crew members — a flat monthly rate instead of the old 50 per cent. As a result, sub pay too has been reduced. Look at the accompanying chart to find out what you now get for sub duty. Duty on a submarine, as defined in the new law, is any duty aboard a commissioned submarine. This duty may begin while the sub is "under construction" undergoing builders' trials.

- **Flight pay for non-crew members** — This means photographers, weathermen, flight surgeons and other observers. Flight requirements here are similar to those for regular airmen and call for "frequent and regular aerial flights." Eligible officers receive \$100 a month; eligible enlisted men \$50 a month.

- **Duty with lepers** — This is one of the new ones and requires personnel to have duty "involving intimate contact with persons afflicted with leprosy." Eligible officers receive \$100 a month; enlisted men \$50 a month. Not yet authorized.

- **Demolition duty** — This one is new too. Personnel who have duty

Flight and Sub Pay

Incentive pay for hazardous duty in Navy aircraft and in Navy submarines is based on the same table. If you are eligible for hazardous duty pay for either duty in the air or duty in subs, this table will give you the figure which applies to your pay grade.

Pay grade	Monthly rate
O-8	\$150
O-7	\$150
O-6	\$210
O-5	\$180
O-4	\$150
O-3	\$120
O-2	\$110
O-1	\$100
W-4	\$100
W-3	\$100
W-2	\$100
W-1	\$100
E-7	\$75
E-6	\$67.50
E-5	\$60
E-4	\$52.50
E-3	\$45
E-2	\$37.50
E-1	\$30

Sea, Foreign Duty Pay

Sea pay is no longer awarded on the basis of 20 per cent of your basic pay. The Career Compensation Act awards sea pay on the basis of enlisted pay grades. By looking in the table below you may learn how much sea pay you are entitled to if you are eligible to draw it.

Pay grade	Monthly rate
E-7	\$22.50
E-6	\$20
E-5	\$16
E-4	\$13
E-3	\$9
E-2	\$8
E-1	\$8

"involving the demolition of explosives as a primary duty, including training for such duty" are eligible for incentive pay in this category. Officers receive \$100 a month, enlisted men \$50 a month. Not yet authorized.

• **Sub training** — Officers and men who have duty at one of the Navy's submarine escape training tanks (one is at New London, Conn., the other at Pearl Harbor, T. H.) are eligible "when such duty involves participation in the training." Eligible officers receive \$100; enlisted men \$50 a month.

• **Diving school duty** — Finally, personnel on duty at the Navy Deep Sea Diving School (Washington, D. C.) and the Experimental Diving Unit (also Washington, D. C.) get incentive pay "when such duty involves participation in training." Eligible officers receive \$100 a month; enlisted men \$50 a month.

According to the provisions of the law, the President may in time of war suspend the payment of any of these incentive payments for hazardous duty. As set forth here, these hazardous duty boosts are meant primarily for peacetime conditions.

A further provision of the Career Compensation Act states that no person can get more than one hazardous duty payment at a time. Even though he may possibly qualify for two or more types of incentive pay, he may only be paid for one.

Special Pay

Four types of Special Pay are kept in force under the Career Compensation Act. Every sailor is familiar with at least two of these four — sea and foreign duty pay, and reenlistment bonuses. In addition to these two, there are two others: special pay for divers, and special pay for doctors and dentists.

What changes have been made in these four types of pay under the provisions of the new act? Briefly, here's the answer to that one:

• **Sea and foreign duty pay** — There have been two big changes here. Sea pay for *all* officers has been eliminated under the new law, and sea pay for enlisted men has been approximately cut in half. For enlisted men, instead of getting 20 per cent of your basic pay for sea pay, you get a flat amount depending upon your pay grade. As a result, sea pay is



"May I remind you again, Speed, this is a ship . . . not a hotrod."

placed on the same basis as sub or flight pay, although the amount paid is less (see accompanying chart).

Congress decided to eliminate sea pay for officers after it heard a report from the Hook Commission, a civilian commission appointed to draw up plans for the new service pay scales.

The Hook Commission reported in part: "Officers do not deserve extra pay for this type of duty (sea duty) since the (regular) pay recommended

for them is apportioned to their relative responsibility as executives and administrators, regardless of their site of operation. Sea duty should be expected as a normal incident in a chosen career."

• **Reenlistment bonus** — The new law changes this from a reenlistment allowance to a reenlistment bonus. The old reenlistment allowance was paid on the basis of the number of years a man had served. The new reenlistment bonus is paid on the basis of the number of years for which a man signs up.

At present, the Navy has two enlistment periods — four years and six years. Under the new pay law, a man reenlisting for four years will receive a bonus of \$160. A man reenlisting for six years will receive \$360.

It should be noted that this is a reenlistment bonus, not a bonus to be paid upon an original enlistment. The bonus will be paid in a lump sum at the time of reenlistment as in the past. It will not, however, be paid for more than *four* reenlistments

Only Plankowner Shipped Over to Be With Carrier

The only plankowner now in *uss Cabot* (CVL 28) is a man who couldn't bear to see his ship go to sea without him.

James S. Heitz, SN, USN, fought from *Cabot's* deck through some of the toughest months of the Pacific war. Now he's back on board his ship as a member of her peacetime team.

Heitz, who is on the thin side and has a wry smile, stayed with the ship right from her date of commissioning in July 1943 to shortly before the fighting carrier was decommissioned and put in mothballs following the end of the war.

He went back to his home, Westmont, N. J., and settled down in civilian life. One day, however, he picked up a newspaper and read that *uss Cabot* was to be unzipped and sent back to active duty once more. The first carrier in the Re-

serve fleet to be taken out of mothballs was slated to relieve *Wright*.

That did it. He reenlisted shortly thereafter and got himself assigned to *Cabot*. When *Cabot's* commission pennant went up for the second time, Heitz was there to see it.

Now the veteran carrier is on duty as the training ship for Navy fliers operating out of Pensacola, Fla. (ALL HANDS, March 1949, p. 24). During the war the ship was known around the fleet as the "Iron Lady" and was credited with 353 enemy planes shot down by her planes and guns as well as with a total of 29 Jap ships sunk.

Seaman Heitz now has nine years in the Navy, fully half of it having been spent in *Cabot*. He enjoys being the only man on board who was with the ship when she was first commissioned, and is the leading seaman in the First Division.

"Yep, I figure I have steamed about eight-and-a-half times around the earth in this ship," he says with that grin. "And I guess I'll put in a good many more miles before I leave her." —Robert Mitchell, JOSN, USN.



James S. Heitz, SN.

(after 1 Oct 1949). Also it will not be paid for any period that would give the enlistee more than 30 years' service.

At present, a man may *extend* his reenlistment for one, two, three or for four years. For each year that he thus extends, the new pay law provides that he will receive \$20. He gets the bonus in cash lump sum at the time of extension.

There's one thing to remember here though: you can get this extension bonus only if your extension plus your reenlistment period together total no more than six years. No extension bonus, however, is payable upon extension of the first enlistment or upon extension of an enlistment entered into prior to 1 Oct 1949. Comptroller General decisions are now pending on several provisions of extension bonuses.

To be eligible for his reenlistment bonus, a man must reenlist in the Regular Navy *within three months* from the date of discharge from compulsory or from voluntary active ser-

Band Plans Fall Tour; Completes Spring Trip

The United States Navy Band is home again after swinging through a spring schedule which called for stops in 35 cities in 12 states. In addition, the group played at three VA hospitals.

A fall tour is scheduled for the period of 16 October through 21 November. This jaunt will take the Navy musicians through nine western states, while the spring tour touched Virginia, West Virginia, and 11 midwestern states.

The U.S. Navy band travels without expense to the government when on tour.

monthly diving pay, additional pay for deep dives and additional pay for difficult salvage jobs.

Officers are eligible only for special salvage pay. They cannot draw this salvage pay and hazardous duty pay at the same time.

• *Physicians and dentists*—Special Pay for doctors and dentists is continued in effect by the new pay law. Briefly, Regular Navy Medical Corps doctors and dentists as well as certain Naval Reserve doctors and dentists who are on extended active duty are eligible for an extra \$100 a month.

Interns, however, are *not* now eligible for this special pay (unless they were previously eligible for it and can now claim it as part of saved pay under the provisions of the Act). This special pay shall not be counted when figuring future retired pay or severance pay for these officers.

Training Program Planned For Navy's Food Handlers

Cases of illness due to food poisoning should be almost unknown in the Navy when the new training program for food handlers gets under full steam.

The food handlers' training program which is shaping up throughout the Navy was sparked by sanitary reports from ships and stations to Bu-Med. A questionnaire was circulated to all sanitation officers in the Navy and the answers were favorable toward such a program. Then the Bureau of Medicine and Surgery contacted Public Health representatives throughout the U. S. and they enthusiastically offered help in every way.

District by district, preliminary conferences have been held and initial training courses started. Plans have been made to include the training in the recruit training curriculum, the Hospital Corps School, the Independent Duty School, the Hospital School of Administration, and the cooks and bakers schools.

Plans call for indoctrinating every person whose duties involve handling food. Movies, posters and "chalk talks" will be employed.

While food poisoning never has been prevalent in the Navy in proportion to the number of people involved, an even better record should result from the training program which is under development.

HOW DID IT START



Sailmaker

An important and necessary member of the crew on big clipper ships was the sailmaker whose job it was to keep the large sails in repair.

On the large sailing vessels the job of the sailmaker was no easy one. A 2,000-ton full-rigged ship, for example, had over 30 large sails. And all the clipper captains carried as much sail as their ships could stand. To save their best, newest and strongest sail for foul weather, the clippers wore their oldest, patched and thin grey canvas during the fine-weather voyages.

The sailmaker, like the cook and the carpenter, was not required to stand watch. One of the so-called "idlers," he worked all day and presumably slept all night.

vice in the Regular Navy. However, an enlistment in the Regular Navy within three months from the date of release from extended active duty of one year or more in the Naval Reserve *will* be regarded as a reenlistment for the purpose of entitlement to a reenlistment bonus.

• *Diving duty*—Special Pay for diving duties is continued much the same as it was under old regulations. This pay closely parallels extra pay awarded for dangerous dives and work underwater in civilian industry.

Enlisted divers, when they are assigned to diving duties, will draw the following additions to their monthly pay check:

Master diver	\$20
Diver first class	\$15
Salvage diver	\$12
Diver second class	\$10

Enlisted divers are also eligible to receive additional special pay for dives of more than 120 feet and for diving in salvage or repair operations. For dives of more than 120 feet, enlisted divers get five cents a foot for each foot over 120 (this amount not to exceed a total of \$10 for master divers, \$15 for divers first class, and \$18 for salvage divers and \$20 for divers second class when they are required to make a deep dive).

Enlisted divers (as well as officer divers in this category alone) are also entitled to \$5 an hour (or fraction thereof) when they participate in tough salvage or repair jobs. It is possible for an *enlisted* diver to draw all three of the above Special Pays—

Questionnaire Tests Your Interests—Vocational, That Is

Working from the premise that most men of recruit age are strangers unto themselves — psychologically, at least — the Navy is experimenting with a new plan to discover and measure both the expressed and the hidden interests its new men bring into the Navy from civilian life as an aid in assigning job classification codes and vocational rating groups.

This is to be done, if the plan proves workable, by means of a "vocational interest inventory" — a questionnaire which measures a man's interests as a supplement to tests already devised to measure his aptitude and ability. This interest measurement instrument was devised by the University of Minnesota working in close contact with the Bureau of Naval Personnel under a contract provided by the Office of Naval Research.

Many CPOs and POs already have taken the interest inventory to provide a working standard for future comparison with the answers given by recruits and new men. Taken as a whole, the new men's answers will provide an interest pattern indicating that Navy vocation in which each will have the most interest.

That large numbers of recruits are too confused and mentally bewildered at the age of 17 or 18 when they enter the Navy to make the best choice of vocation without expert help is a foregone conclusion on the part of psychologists. But the theory of interest measurement assumes that by the age of 17 vocational interest patterns are well enough developed so that they can serve as an aid to job placement.

The new Navy interest inventory is made up on the assumption that a young man in civilian life through a process of trial and error, with or without guidance from friends, employers or professional agencies, tends to drift or plan toward those occupations whose workers have interests like his own.

In the Navy it is not so easy to give up a job in which the young man has been trained, transfer to another rating group and start all over again. It is the object of the vocational interest inventory to discover what the recruit's interests are — something he himself may not know — and apply the findings to the assignment of a



"Now, doesn't that look much nicer?"

rating group and a Navy job classification code.

By recording via the interest inventory questionnaires the interests of CPOs and POs — a practically "pure" group from which large numbers of miscasts and uninterested personnel have been eliminated or failed of promotion — the Navy will know what to look for in the interests of new men. If the plan is successful, the marks made in the vocational interest inventory will be recorded and entered in

the recruit's record the same as GCT and other basic test battery scores are now.

Many CPOs and POs have already taken the interest measurement examination. In Washington, D. C., 541 yeomen, gunner's mates and fire controlmen have completed the inventory, and at the Naval Air Technical Training Center, in Memphis, Tenn., all ship's company personnel in the two highest enlisted grades in aviation machinist's mate, aviation electronic technician, aviation ordnanceman, and aviation structural mechanic ratings have cooperated.

Eventually, questionnaires will be compiled from about 200 personnel in each of the Navy's 20 most populous rating groups.

All of the questions of the vocational interest inventory are significant, even though some are seemingly unrelated to the vocational pursuits. For example, one question asked which you would rather do —

- String an aerial for a friend's radio.
- Try to win someone over to your side in an argument.
- Experiment with making candy without knowing the recipe.

Other questions come closer to

Chiefs Develop "Naval Officers" to Teach Rank

On duty with the Recruit Training Command, San Diego, Calif., are a couple of "naval officers" who certainly have been up and down the promotion ladder. Often they advance from ensign to fleet admiral and revert to ensign all in the space of a few minutes. Sometimes they're warrant officers for awhile.

These two wearers of the Navy gold are unconcerned as their stripes come and go. The truth is, they don't give a hoot, one way or the other. They don't have a brain in their heads, frankly. You see, they're mechanical — man-made.

The duty station of these silent partners is the Indoctrination Unit of the Recruit Training Command. The purpose of all their running up and down the commissioned scale is to teach recruits how to tell officers of one rank from those of another.

Creation of these two characters first began in the minds of two CPOs who are instructors at the training center. The chiefs went to the training aids people, who soon produced a pair of life-size likenesses of officers. One was in khaki and the other in blue.

So now the two are on duty daily. Stripes and insignia can be changed on sleeves, shoulder-boards and hats by a twist of the wrist, making gold braid business as clear as crystal to the recruits.

Credit for having the original spark of inspiration goes to W. O. West, BMC, USN, and J. E. Dvoracek, MMC, USN. The person responsible for actually having brought the two well dressed creations into the world is N. E. Foster, QMC, USN. All three feel much like new fathers — as far as pride is concerned, at least.

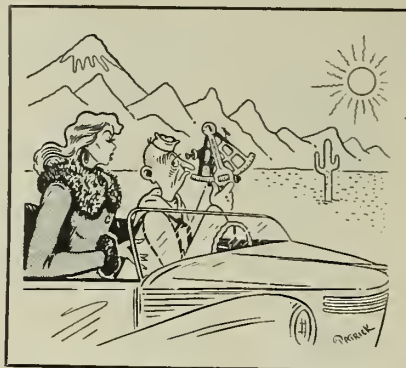
well-established vocational fields, such as the one which asks which would you rather do among the following:

- Operate a drill press.
- Be a cook in a restaurant.
- Take shorthand.

The total number of questions asked is 190, of which each has three parts as above. A plus is marked for the thing the examinee likes to do most, a minus for the thing he likes to do least. One of the three is left blank. The majority of men complete the test in half an hour.

To management advisers and other experts in the vocational fields, the vocational interest inventory is a new step in the direction of providing the best possible career guidance based on the man's natural tendencies and makeup. Although similar interest surveys have been conducted in the professional and college groups, this is the first to be held for civilian tradesmen and Navy men of comparable skills. Aptitude and ability have long been measured for men of these vocational levels, but interest until now has been neglected. For perhaps the largest technical organization in the world — the United States Navy — its possibilities are of especial interest.

The experimental development of the inventory started with a survey made of civilian tradesmen — electricians, milk wagon drivers, painters,



"Would you mind if I looked at the road map?"

plasterers, bakers, sheet metal workers, printers, plumbers and others — to have them fill out the inventory. In this manner, 1,143 tradesmen were surveyed.

Scoring is a complex statistical task, and the significant results are achieved by noting the degree of difference between the answers given by personnel of one specific vocation, Navy or civilian, as compared with the group as a whole. This difference may denote either a significant degree of liking or of dislike for a certain item by personnel of a specific vocation.

Scoring keys are prepared from the CPO and PO1 tests, in the Navy's use of the inventory, and then the results are tabulated. When the results of the CPO and PO1 tests were compared with the civilian tradesmen results, some interesting facts turned up. When responses of Navy groups are compared with those of civilian workers, it was noted, it was found that yeomen tend to possess interest patterns somewhat like those of printers, that fire controlmen possess interest patterns somewhat like those of electricians, and that gunner's mates do not resemble closely any of the eight civilian occupations with which they were compared.

The four aviation ratings which already have been tested were considered to offer special opportunities, since those personnel are believed to have an unusually high degree of interest in and satisfaction with their ratings.

Ultimately, the Navy hopes to conduct the tests at recruit training stations or, possibly, at recruiting stations to test the interest of applicants even before they enter the Navy.

Academy, NROTC Middies To Be Junior Officers During Fleet Cruises

This spring and summer, for the first time in 33 years, U.S. Naval Academy and NROTC midshipmen of the senior class will make a "fleet cruise," serving as junior officers under instruction aboard various ships of the Atlantic and Pacific fleets, during normal operations. Since 1917, Navy midshipmen have cruised each summer aboard certain designated ships, assigned specifically for midshipmen training.

Approximately 1,600 first class midshipmen will be absorbed by fleet units this summer, of whom some 400 will be Academy seniors. The remainder will be seniors of the Naval Reserve Officer Training Corps program. They will serve aboard nearly all types of naval vessels, including aircraft carriers, cruisers, destroyers, fast mine layers and attack transports. The first-classmen will also serve in submarines in the Pacific and in the Chesapeake Bay area during the summer.

By resuming the "in-fleet" training program, the Navy is providing advanced training to both NROTC and Naval Academy midshipmen as junior officers.

The battleship *USS Missouri* (BB 63) and eight destroyers will make two six-week midshipman cruises of the traditional type. That is, the cruises will be conducted specifically for the benefit of the midshipmen aboard. These two cruises will provide training for a remaining 340 Annapolis seniors and 1,020 Annapolis third-classmen, besides 1,420 senior and sophomore NROTC midshipmen. The first of the two cruises was scheduled to begin on 3 June and to continue until 15 July. The second is slated to get underway on 22 July and to return on 7 September.

All second-classmen (juniors) of the Naval Academy will have an active summer, although it will not include a cruise. Aviation and athletics will be stressed, and participation in Camid V — a joint Army-Navy amphibious exercise — will be included.

Here is a roundup of cruises slated for this summer:

- U.S. Naval Academy - NROTC cruises.

These are the two cruises men-

Radiological Defense Among Three New Courses Listed

Two new Naval Reserve correspondence courses and one new Navy Training Course are now available to qualified personnel. The correspondence courses are:

Radiological Defense and Atomic Medicine (3 Promotion Units)

Insect, Pest and Rodent Control (2½ Promotion Units)

Application for these two correspondence courses is limited to MC, DC, MSC, NC and HC officers and enlisted men. The first course is available for officers only.

Application for enrollment should be made to BuMed either on NavPers form 992 or by letter request giving name of applicant, rank or rate, corps, file or service number and address.

The new Navy Training Course is: Aviation Storekeeper, Vol. 1...NavPers 10396

tioned just above, to be made by Missouri and eight destroyers. All midshipmen for the first cruise, totaling 690, were slated to report to USNRS, NB Norfolk, Va., on 30 May - 4 June. Those for the second cruise, 732 in all, are to report there on 20 July. Twenty-nine colleges and universities will be represented by members of their NROTC units. Itineraries include U.S. east coast ports and ports of Canada and the Caribbean.

• *Pacific NROTC cruise.*

Nine hundred seventy-seven NROTC sophomores and seniors are slated for this cruise, and will report to U.S. Naval Station, Treasure Island, Calif., on 17 and 18 June. Twenty-four colleges and universities will be represented. The cruise will get underway on 19 June, aboard a carrier - *uss Badoeng Strait* (CVE 116) - and cruisers, destroyers and other ships. Pearl Harbor and San Diego will be visited before the ships return to San Francisco on 30 July. Seniors will get submarine indoctrination at San Diego.

• *Senior NROTC junior officer billet cruising - Atlantic.*

Forty-one NROTC units will order approximately 920 seniors to junior officer billets in the Atlantic Fleet, with reporting dates of 4 June to 30 July. The last cruise is scheduled to end on 16 September. Six to 25 midshipmen will be assigned to each of the many ships involved. Embarkation ports will be Boston, Mass., Newport, R.I., Norfolk, Va., New London, Conn., Charleston, S.C., Pensacola, Fla., and Key West, Fla.

• *Senior NROTC junior officer billet cruising - Pacific.*

Two types of operations are involved here - regular fighting-ship cruising out of Pacific coast ports; and "Barex-50," this year's Point Barrow resupply expedition. In the first-mentioned type of training, midshipmen will be assigned - two to 24 to a ship - to aircraft carriers, a cruiser, destroyers, and 10 submarines. These ships will sail from San Francisco, Long Beach and San Diego for operation in Pacific waters.

In Operation Barex-50, the middies will sail in an APA, four AKAs and an ice breaker for the north coast of Alaska. Assignment to various ships will be in numbers of six to 10, for a total of 44. Some high adventure is promised for those aboard the ice



Supply Line, NSCS Bayonne

"I dunno . . . I just ordered a hamburger with."

breaker, which is to provide supplies to an infrequently visited island. Embarkation date for Barex-50 ships is set at 5 July or thereabouts, with debarkation planned for the last week of August. Midshipmen scheduled for other ships of the Pacific Fleet are due to embark on 18 June and to debark on 12 August. Approximately 220 midshipmen are slated for the fleet cruise in the Pacific.

• *Aviation amphibious training - NROTC juniors.*

More than 1,900 NROTC junior midshipmen will take part in this training, which will begin at NAS Pensacola, Fla., for one group, and end up at Naval Amphibious Base, Little Creek, Va., and vice versa for the other group. The second class midshipmen or juniors, representing all 52 colleges and universities taking part in the NROTC program, will be divided into two groups of approximately 970 each. The first group will report to Commander Midshipman Unit, Pensacola, on 24 June. They will start for Little Creek on 22 July and complete training on 5 August.

The second group will begin at Little Creek on 8 July, proceed to Pensacola on 22 July, and complete its training on 19 August.

• *Contract NROTC seniors - Atlantic cruise.*

Contract NROTC seniors from the 52 NROTC units will report to Commander Midshipman Unit, NB Norfolk, on 6 July. They will embark at Hampton Roads aboard an escort carrier and seven destroyers of DesRon 8. The task group is scheduled to depart Norfolk on 10 July and return on 29 July. "Contract students," of whom there will be 269 taking part in this cruise, are NROTC students who will become Naval Reserve officers upon graduation. Other NRO-

TC students, in most cases, are commissioned in the Regular Navy after completing college.

• *Marine NROTC training.*

Regular NROTC seniors designated as Marine Corps students from the 52 NROTC units will report to the CO, Basic School, Marine Corps Schools, Quantico, Va., on 19 June for eight weeks' training. Date of detachment is set for 12 August; number of men involved - 276.

Contract NROTC seniors designated as Marine Corps students from the 52 NROTC units will report to the CO, Basic School, Marine Corps Schools, Quantico, Va., on 9 July for three weeks' training. Date of detachment 29 July; number of contract students - 37.

• *CEC training for NROTC students.*

This is a new plan recently authorized by the Navy Department. It provides that engineering students enrolled in the NROTC program and interested in Civil Engineer Corps commissions may take a summer surveying course instead of the course conducted for candidates for line commissions.

The training will be conducted by Ohio State University this summer, at its "summer surveying camp" in the Zaleski State Forest in southern Ohio. Midshipmen will be ordered to report to the Professor of Naval Science, NROTC Unit, Ohio State University, Columbus, not later than 1000 on 18 June.

Navy Nurse Corps Member Is Full-Blooded Indian

To be added to interesting persons in interesting professions is a member of the nursing staff of U.S. Naval Hospital, St. Albans, L. I., N. Y. - Lieutenant Loren-cita Naranjo, NC, usn, a full-blooded Pueblo Indian.

Born on the Pueblo Reservation, New Mexico, Miss Naranjo is a graduate of Haskell Institute in Kansas, the government school for Indians, and of St. Vincent's Training School for Nurses at Sante Fe, N. M. She joined the Navy Nurse Corps in 1943.

Before St. Albans, Lieutenant Naranjo served at Mare Island, Hawaii, Portsmouth (Va.), San Diego, and Guam.

Certain Navy and Marine LDOs Can Broaden Service Fields By Changing Designations

Officers designated for limited duty only can in many cases broaden their occupational field in the Navy or Marine Corps by obtaining a different designation.

A joint BuPers-MarCorps letter of 29 Mar 1950 (NDB, 31 Mar 1950) points out the following:

"Public Law 381 of the 80th Congress, the 'Officer Personnel Act of 1947,' provides that, upon application, officers appointed for limited duty only may, in accordance with regulations prescribed by the Secretary of the Navy, be designated in one of the categories listed below:"

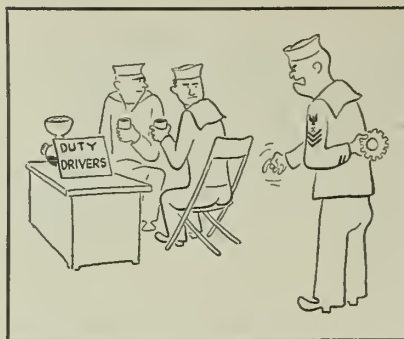
For the line of the Navy — engineering duty only, aeronautical engineering duty only, special duty only, or unrestricted performance of duty in the line of the Navy.

For the Staff Corps of the Navy — unrestricted performance of duty in the Staff Corps concerned. This is applicable only to the Supply Corps and the Civil Engineering Corps.

For the Marine Corps — supply duty only, or unrestricted performance of duty.

To qualify for designation in one of the categories mentioned above, a limited duty officer must:

- Have served at least one year as a limited duty officer before applying for designation in another category.
- Be junior to the grade of lieutenant commander or major; and, in the case of applicants in the grade of lieutenant, USN, or captain, USMC, shall not have served more than three years from date of that rank.



"... and another thing, about loose gear."

• Meet the physical requirements applicable to other officers in the same grade and category for which application is made.

• For officers above the grade of ensign, be qualified to stand officer-of-the-deck watches underway and in port in the case of applicants for the category of unrestricted performance of duty in the line of the Navy.

• Have the necessary professional or graduate degree which may be required for the category requested, where applicable.

• Be recommended by his CO as qualified for designation in the type of duty requested.

Having met these requirements, applicants will be considered by an appropriate board. Applicants whose selection is approved by the Secretary of the Navy will be examined in professional subjects appropriate to the category for which they have been selected.

The directive reminds limited duty officers that upon being designated for other duty, their status as an officer designated for LDO will terminate. They will become subject to the same selection and retirement procedures as other officers of the category in which they are designated. No change will be made or authorized in their lineal positions and precedence solely as a result of the LDO designation being removed.

Limited duty officers who desire to be designated in one of the categories mentioned may submit applications via official channels to the Chief of Naval Personnel or the Commandant of the Marine Corps as appropriate.

Dischargees from Regular Navy Urged to Enlist in Class V6, Naval Reserve

Enlisted personnel being discharged from the Regular Navy are urged to keep in touch with the Navy by enlisting in Class V6, U. S. Naval Reserve.

A BuPers directive points out that those personnel eligible to enlist in Class V6, USNR (Inactive), include all persons separated from the naval service with an honorable or general discharge certificate for reasons other than physical disability, inaptitude or unsuitability.

Women are not eligible for enlistment if they are a parent, adoptive parent or have personal custody of a child under 18 years of age. If a woman is the step-parent of a child under 18 years of age and the child lives within her household for more than 30 days per year, she likewise is not eligible. These restrictions do not apply to men.

Applicants must be native born or natural born citizens of the United States. Physical and mental examinations are not required. The term of enlistment for all enlistees is four years.

As listed by BuPers Circ. Ltr. 51-50, (NDB, 15 Apr 1950), here are some of the advantages to Regular Navy dischargees to reenlist in Class V6, USNR:

• Personnel are enlisted with the rating held at time of discharge from Regular Navy. They are eligible for advancement in rating while in the Inactive Reserve.

• Basic rate of pay increases with years of service in the Reserve. (Somewhat similar to increases in longevity under old pay system.)

• While on training or active duty for more than 30 days, members of the Naval Reserve are protected by the same death and disability benefits that are provided for Regular Navy personnel.

• Upon reaching the age of 60, qualified members of the Inactive Reserve are eligible for retirement with pay.

• Personnel are paid for all active and training duty they perform. For each two-hour drill period that Reservists attend, they receive a full day's pay. Personnel assigned to aviation components receive four days'

Marine Private Veteran Of Army and Air Force

After six years of military service divided between the Army and Air Force, David C. Wilson, Pfc, USMC, a native Texan, is now at home on the firing range with the First Recruit Training Battalion at MCRD San Diego.

While, with the Army, he served as a telephone linesman with the Ninth Regiment of the Second Infantry Division and was wounded three times during Omaha Beach action. His Air Force time was spent as a cook at Hamilton Field, San Francisco. Now that he's in the Marine Corps for at least a four-year hitch he hopes to become an aviation mechanic.

pay for each monthly weekend drill attended.

• Valuable training is gained through courses, instruction periods, and "on the job" training on board ships, air stations and other naval facilities.

• Personnel receive Reserve ID cards which entitle them to limited privileges at all naval establishments.

Members of the Organized Reserve go on summertime cruises, attend drills and perform other active duty for which they are paid. Personnel must first become members of the Volunteer Reserve (V6) before they can join the Organized Reserve. Members of the Volunteer Reserve are not required to attend any drills, or perform any type of active duty in peacetime unless they volunteer for it. Members of the Naval Reserve may, in peacetime, be discharged at any time they request it. When discharged, they receive a regular discharge certificate and other separation papers.

QUIZ AWEIGH ANSWERS

Quiz Aweigh is on page 31.

1. (a) Range of target from the flagship is indicated by the hand on the range clock.
2. (c) Battleships only.
3. (c) Corsoir. Japs called them the "whistling death."
4. All three are correct.
5. (c) Battle cruisers. *Alosko*, *Guam* and *Howoii* were the first battle cruisers ordered by any Navy since the Washington Conference in 1921. Construction on *Howoii* was suspended before completion. Three others, *Philippines*, *Puerto Rico* and *Somoo*, were authorized in 1940, cancelled in 1943.
6. (a) 27,500 tons (32,000 tons full load).

Schedule Set for Courses At Naval Justice School

Classes at Newport, R. I., in the regular seven-week officers' course in naval justice and the seven-week legal training course for yeomen will convene on the first Mondays of July, September, November, January, March and May until further notice. The current class convened on 1 May 1950.

BuPers Circ. Ltr. 52-50 (NDB, 15 Apr 1950) points out that the U. S. Naval School, Naval Justice, has been relocated at Newport, R. I., and gives information regarding assignment to that school. Students will report for instruction on the Saturday preceding the convening date.

Other information in the circular letter follows:

• Requests for quotas shall be directed to the CO of the Naval School of Justice. Commands allocated quotas shall arrange for issuance of suitable TAD orders and shall provide for travel and per diem costs in accordance with established procedures.

• General line and aviation line officers are eligible to attend the regular Naval Justice course. Enlisted personnel in yeoman ratings are eligible for assignment to the seven-week legal training course.

• Classes for Reserve officers at the Naval Justice School, Newport, R. I., are scheduled to convene on the following dates for the remainder of the calendar year 1950: 19 June, 3 July, 17 July, 7 August, 21 August and 4 September.

Selected Reserve Divisions Will Be Increased By an Allowance of Waves

Complements of 20 selected Organized Reserve Surface Divisions are slated to be increased by an allowance of Women Reservists.

To each of these selected divisions will be assigned two Reserve Wave officers and 25 enlisted women Reservists, who will be integrated into the organization for training and administration. Purpose of assigning women Reservists to these divisions, states BuPers, is to provide a nucleus of trained personnel for mobilization assignments within the fleet support shore establishments.

Each of the selected Organized divisions will be assigned one Wave lieutenant commander and one Wave lieutenant (or below). Five women petty officer billets will be assigned, two of which will be filled by a yeoman and a hospital corpsman.

Women Reservists assigned to Organized Reserve billets will be transferred from the Volunteer Reserve in the same manner as men are currently transferred. The program will become effective 1 July 1950.

3 Sets of Twins Cause Triple Double Trouble

It is not uncommon for brothers to serve together in the Navy, and occasionally a set of twins will join up, but from Recruit Training Command at NTC Great Lakes, Ill., comes the story of the simultaneous training of three pairs of recruits who not only are brothers, but twins to "boot."

Under the circumstances, confusing but amusing incidents were bound to occur. For instance, there was the day when Joseph Berry, SR, was halted in the mess line by a supervisor who informed him that if he wanted seconds he'd have to wait at the end of the line. Joseph had a bit of trouble convincing all concerned that it was not he but his twin brother Henry who had already gone through the line. The Berrys, identical twins, hail from Lawrence, Mass.

The other twins are Franklin and Frederick Blakeslee of Grand Rapids, Mich., and Charles and John Gbur of Lowellville, Ohio.

WHAT'S IN A NAME



Glass

A glass today may mean a barometer, an old-time telescope or a measure of the various spirits that bend the elbow. But that was not what the briny poet had in mind when he wrote the following:

*He chosed us to windward
For glasses one or two;
He chosed us to leeward,
But nothing could he do.*

A glass, in the days when pirates pursued the merchantmen on the high seas, was half an hour. The term grew out of the fact that the sand glass, the ancient timepiece, had to be turned every half hour.

Roundup of Legislation of Interest to Naval Personnel

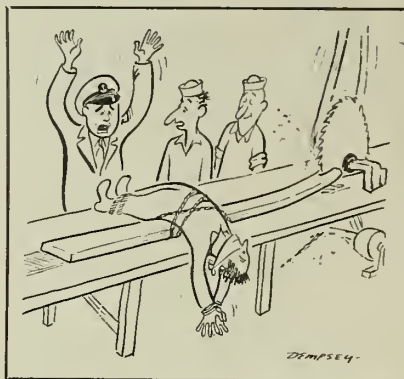
Congressional action on bills of interest to the naval establishment is summarized below. The last summary of legislation appeared in *ALL HANDS*, May 1950, p. 54.

Justice Code — H.R. 4080: Passed by Congress and signed into law by the President; to establish a Uniform Code of Military Justice.

Record Review — H.R. 8177: Introduced; to authorize the Secretary of the Navy to review the records of commissioned naval officers who failed of advancement during the war. (This bill is similar to S. 780, which was passed by the Senate.)

DFC Awards — Senate Joint Resolution 166: Passed and signed by the President; to authorize the Navy to make an award posthumously of an appropriate decoration to the officers and crew of the Navy *Privateer* who lost their lives in or over the Baltic on 8 Apr 1950. (The award is the Distinguished Flying Cross.)

Award Extension — H.R. 6825: Passed by Congress and cleared for the President; to extend the time limits for the award of certain deco-



"It's the only solution to our complement problem."

rations. (This permits any decoration or device in lieu of decoration previously authorized by Act of Congress, Executive order or service secretaries, to be awarded at any time not later than two years after the passage of this bill for any act or service performed in World War II.)

Bonus Termination — H.R. 5921 and S. 2389: Passed by Congress and cleared for the President; to terminate lump-sum benefits provided by law to certain Reserve officers of the Navy and Air Force. (This terminates accrual of credits for the payment of annual bonuses to Navy and Air Force aviators by amending the law providing for \$500 annual bonus for a period of not more than seven years to graduate naval cadets, and amends another law pertaining to Air Force personnel. Actually, accrual of these credits was suspended in 1948.)

Administering Oaths — H.R. 6171: Passed by Senate with amendment to be sent back to House; to authorize commissioned officers of the Army, Navy, Marine Corps and Air Force to administer the oath required for the enlistment of any person, the oath required for the appointment of any person to commissioned or warrant officer grade, or any other oath required by law in connection with the appointment or enlistment of any person.

"Anti-plucking" Bill — S. 2335: Passed by Senate with amendment and cleared for the House; to make revisions in the Officer Personnel Act of 1947. (This bill provides a system of selecting flag officers for retention on duty instead of designating cer-

tain flag officers for retirement to make room for the required percentage of Navy captains and Marine Corps colonels selected for flag rank.)

Airlift Decorations — S. 2853: Passed by Senate with amendment and cleared for House; to authorize the acceptance of foreign decorations for participation in the Berlin airlift.

Security Measure — S. 277: Passed by Senate and favorably reported by House Judiciary Committee; to further enhance the security of the United States by preventing disclosures of information concerning the cryptographic systems and the communication intelligence activities of the United States. (Purpose of the bill is to prevent revelation of important information about the United States communication intelligence activities and United States codes and ciphers by persons who disclose such information without proper authority, and to prescribe penalties to those knowingly and willfully revealing such information. The bill would make it a crime, punishable by not more than \$10,000 fine or 10 years' imprisonment, or both, to reveal two categories of information. These are (1) information which would nullify the efforts of United States communication intelligence agencies, and (2) information which would permit foreign governments to read the secret official communications of the United States.)

Sale of Records — S. 3391 and H.R. 8090: Introduced; to authorize the Secretary of Defense, the Secretary of the Army, the Secretary of the Navy, and the Secretary of the Air Force to reproduce and sell copies of official records of their respective departments. (This bill permits the sale of papers, manuscripts, documents, books, photographs, lantern slides, motion-picture films, and sound reproductions, consistent with national security, at prices and fees they may prescribe. The records are those used in the current operation and administration of the department.)

Service Registers — S. 3390: Introduced; to authorize the Secretaries of the Army, the Navy and the Air Force, with the approval of the Secretary of Defense, to publish official

Commendation Ribbon Wearers' Metal Pendant

Wearers of the Commendation Ribbon can look forward to receiving a metal pendant.

Alnav 39-50 (NDB, 15 Apr 1950) announces that individuals who have been awarded commendation ribbons are eligible for the metal pendant. The Alnav states that no application for the pendant should be made to the Navy Department until the pendant is available for issue and instructions for its procurement are published.

The title of the Commendation Ribbon and requirements for eligibility remain unchanged.



registers for their respective services. (This bill permits publication, annually or other designated times, of official registers containing the names of and pertinent data concerning officers of the Regular and Reserve components.)

Fund Raising — H.R. 8022: Introduced; to establish a national lottery, the proceeds from which are to be used toward the payment of a Federal bonus to veterans of the armed services of World War II. (This bill provides for a National Lottery Commission to conduct a lottery to raise funds to be held by the Treasury Department as a World War II Veterans' Bonus Fund. Certificates for participation in the lottery would be sold by the Post Office Department at two dollars each, and a drawing would be held once a month. First prize would be \$10,000, with the total amount of prizes equaling not more than 50 per cent of the money derived from certificate sales each month, the remainder going into the Bonus Fund. Prizes would be known as voluntary tax refunds and would not be included in computing gross income for tax purposes.)

Disability Provision — H.R. 8002: Introduced; to remove an inequity in the service connection of certain disabilities. (This bill provides that "any person who, on or after 27 Aug 1940 served in the armed forces of the United States and who was discharged or separated under conditions other than dishonorable on or before 25 July 1947, and who shall have suffered an injury or a disease not the result of his own misconduct while en route from point of discharge or separation from the armed forces to his bona fide domicile or place of acceptance when inducted into service, voluntarily enlisted, or ordered to active duty, will be considered to have incurred such disability in active military or naval service.)

Compensation Increases — H.R. 7995: Introduced; to amend present law so as to adjust the rates of death compensation paid to certain dependents of veterans. This bill provides for these monthly rates of compensation to be paid to the surviving widow, child or children, and dependent mother or father of any serviceman who died as a result of injury or disease incurred in or aggra-

vated by military or naval service: widow but no child, \$80; widow with one child, \$105 (with \$25 for each additional child); no widow but one child, \$60; no widow but two children, \$85 equally divided (with \$25 for each additional child, total amount to be equally divided); dependent mother or father, \$65; both mother and father, \$35 each.

Crew of Lost Patrol Plane Awarded DFCs for Action

Crew members of the Navy *Privateer* patrol plane lost on a flight over the Baltic Sea are being awarded Distinguished Flying Crosses.

The four officers and six enlisted crew members of the plane are being cited for "performing assigned tasks with courage and skill on a peacetime mission," and "rendering outstanding service to the Navy and to their country." Citations accompanying the medals are signed by the Secretary of the Navy.

These citations read: "For outstanding and heroic service in the performance of duty in an aerial flight as a member of the aircrew of a United States Navy Privateer airplane (PB4Y2) during a flight over the Baltic Sea, 8 April 1950. Taking off in an unarmed patrol plane from Wiesbaden, Germany, on 8 April (name of flight crew member) participated in a flight over the Baltic Sea. Performing his assigned tasks with courage and skill on this peacetime mission from which his plane failed to return, he rendered outstanding service to the Navy and to his country. His performance of duty under hazardous flight conditions reflects great credit upon (name of crew member) and upholds the highest tradition of the United States Naval Service."

The medals are being forwarded to the next of kin of the 10 crewmen, via their district commandants. Missing members of the plane crew are Lieutenant John Henry Fette, USN; Lieutenant William Seechaf, USN; Lieutenant (junior grade) Robert Durward Reynolds, USN; Ensign Tommy Lee Burgess, USN; and the following enlisted men: Frank Lloyd Beckman, USN; Joseph Jay Bourassa, USN; Joe Henry Danens, Jr., USN; Edward Joseph Purcell, USN; Joseph Morris Rinnier, Jr., USN; Jack William Thomas, USN.

Information on Examination Of Officers for Promotion Contained in SecNav Letter

Under certain circumstances, commissioned and warrant officers may now be examined for promotion "on their records," supplemented in some cases by written examinations in one or more professional areas.

A SecNav letter to all ships and stations, dated 19 Apr (NDB, 30 Apr 1950), inserts this information, among other, in BuPers Circ. Ltr. 178-49 (NDB, 31 Oct 1949), which is the directive governing professional examinations for promotion of officers. The SecNav letter continues, stating —

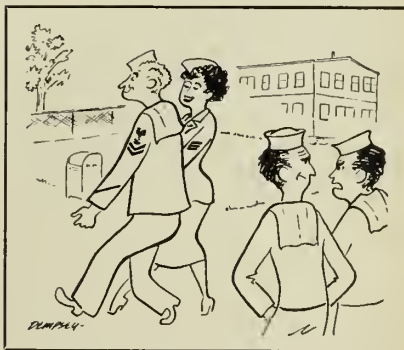
"Nothing in this authorization may deny the right of any officer to file objection to his examination on the record only, and having so objected to appear personally before a statutory naval examining board for examination."

In any case, the directive points out, where a naval examining board finds the record inconclusive, the board may take such action with regard to further examination as the circumstances in the individual case may warrant. This may include arranging for the personal appearance of the officer before the board, but is not restricted to that particular action.

Student officers in the following two categories will be examined on their records, supplemented by written examinations in the executive area (see p. 4):

- Those taking a formal course of instruction of 10 months' duration or more.

- Those who have completed successfully such a course within the preceding three months.



"I thought he was the guy that didn't go for permanent waves."

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs, Navacts, and BuPers Circular Letters, not as a basis for action. Personnel interested in specific directives should consult Alnav, Navact and BuPers Circular Letter files for complete details before taking any action.

Alnavs apply to all Navy and Marine Corps commands; Navacts apply to all Navy commands; and BuPers Circular Letters apply to all ships and stations.

Alnavs

No. 31 — Announces President's approval of selection of Chaplain Corps officers for promotion to lieutenant.

No. 32 — Announces President's approval of selection of Medical Corps officers for promotion to lieutenant commander.

No. 33 — Announces President's approval of selection of Dental Corps officers for promotion to lieutenant.



"I don't care if it is a new song — no dit, dit, da."

No. 34 — Announces President's approval of selection of women Marine Corps officers for promotion to lieutenant colonel.

No. 35 — Announces President's approval of selection of line officers for promotion to lieutenant commander.

No. 36 — Gives information on flight pay and hazardous duty pay.

Four EMs on DDs Honored for Heroic Rescue Work

Four Navy enlisted men on board three destroyers were awarded the Navy and Marine Corps Medal for heroic rescue work they did during cold-weather refueling exercises in the Davis Straits Area, west of Greenland. An additional man aboard one of the destroyers received a Secretary of the Navy Letter of Commendation with Commendation Ribbon in the same incident.

Names of the men who received the awards, and of the ships to which they were attached when the rescues were made, are as follows:

Navy and Marine Corps Medal and permanent citation — Richard F. Enos, BM2, USN, *uss Lloyd Thomas* (DD 764); Claude E. Ward, SN, USN, and George D. Veverka, SN, USN, *uss Henley* (DD 762); John Zdarko III, SN, USN, *uss Douglas H. Fox* (DD 779).

Secretary of the Navy Letter of Commendation with Commendation Ribbon — James V. Burchett, SN, USN, *uss Douglas H. Fox*.

All the actions for which these awards and commendations were made occurred on the same day. Three persons were washed overboard from various ships that day, two of whom were rescued through

the valiant efforts of the men mentioned.

The citation which accompanied the award to Veverka is typical of all of them and describes the cruel conditions under which the rescues were made. It is quoted in part:

"Acting as a member of the life guard detail, Veverka plunged into the sub-arctic waters, protected only by an exposure suit and a tend- ing line, to effect the rescue of an officer who had been washed overboard from another ship. After several unsuccessful attempts to secure a line around the exhausted man, he then tried to hold the officer with one hand while clinging to the rung of a sea ladder with the other. When a strong wave threw him against the side of the ship, rendering his right arm useless, he persisted in his efforts to save the officer until he himself was hauled back on board after a 15-minute struggle in heavy seas and below-freezing temperature.

"His courageous attempts to save another in the face of extremely adverse weather and sea conditions and personal injury, and his devotion to duty reflect the highest credit upon Veverka and the U.S. Naval Service."

No. 37 — Announces President's approval of selection of Civil Engineer Corps officers for promotion to lieutenant commander.

No. 38 — Announces President's approval of selection of Supply Corps officers for promotion to lieutenant commander.

No. 39 — Concerns eligibility for the medal pendant for commendation ribbons holders.

No. 40 — Clarifies basic allowance for subsistence under Career Compensation Act.

No. 41 — Cancels Alnav 106-49 on advances in pay.

No. 42 — Concerns officers taking courses of instruction when due for promotion examination.

BuPers Circular Letters

No. 43 — Contains information for 1950 Rhodes Scholarship competitors.

No. 44 — Includes instructions concerning DD Form 93, "Record of Emergency Data of the Armed Forces of the U. S."

No. 45 — Gives procedure for submission of requests for recruiting duty.

No. 46 — Announces discontinuance of All-Navy sports program.

No. 47 — Gives procedure for enlisted men accepted for appointment to U. S. Military Academy or U. S. Coast Guard Academy.

No. 48 — Announces professional examinations for aeronautical engineering duty officers and special duty officers (photography).

No. 49 — Contains information on medical internship program.

No. 50 — Gives details of All-Navy golf championship for 1950.

No. 51 — Lists procedure for reenlistment of personnel separated from active naval service.

No. 52 — Publishes schedule of classes for Naval School, Naval Justice, Naval Base, Newport, R. I.

No. 53 — Directs reporting of test scores to Personnel Machine Accounting System.

No. 54 — Contains instructions for distribution of service-wide competitive examinations.

No. 55 — Concerns "Report of Enlisted Aviation Pilots."

No. 56 — Contains list of personnel advanced to chief petty officer, acting appointment.

No. 57 — Lists modifications of several officer designator numbers.

Applications Now Accepted For Authority to Compete For Rhodes Scholarship

Applications are now being accepted at the Bureau of Naval Personnel for authority to compete in the 1950 Rhodes Scholarship competition under Navy sponsorship.

Such applications from qualified personnel are invited by BuPers Circ. Ltr. 43-50 (NDB, 31 Mar 1950). States the circular letter, regarding deadlines and method of submitting applications:

Applications are to be submitted

Unification Poses Problems To Navy Man on USAF Base

The program of armed forces unification unquestionably is proving its merit, but when a fellow finds himself to be the only sailor serving with a group of Air Force personnel, almost anything can happen, and in one instance, at least, it has.

Stationed at Kelly Air Force Base deep in the heart of Texas is James A. Williams, PN1, USN, the Navy's lone representative assigned to headquarters of Continental Division, MATS, USAF.

By virtue of his billet, Williams was entitled to and received an AFB airman's identification tag for his automobile. Not long afterwards, while driving along a nearby San Antonio highway, Williams was trailed and stopped by a policeman who had become suspicious of the combination of Navy "whites" and an airman's car identification tag. Our sailor, consequently, had himself a bit of a time proving ownership of the car and his right to the AFB tag, the alert officer first being of the opinion he had apprehended an automobile thief.

Returning to Kelly base with the "stolen" car, Williams found himself going through the whole thing again with a civilian guard at the gate.

However, the Navy personnel man has been around long enough now so that his unusual status is a matter of common knowledge, and his vehicular predicaments should be at an end. That is, until a new policeman happens along.

via official channels — with one copy direct to BuPers (Attn: Pers-4226) — to reach this bureau prior to 1 July 1950. They must be forwarded via the U. S. Naval Academy or a civilian institution, whichever is appropriate, for endorsement stating that the applicant is qualified to represent that institution in the competition. Graduates of civilian institutions should insure that academic transcripts of their previous education are submitted with their application.

Commissioned officers and midshipmen of the following categories will be considered eligible, the letter states:

- Male commissioned officers of the Regular Navy and Marine Corps now on active duty who are graduates of the U.S. Naval Academy or of an accredited civilian college or university.

- Midshipmen of the Naval Academy and NROTC units who will receive their commissions in the Regular Navy or Marine Corps prior to 30 Sept 1950.

All applications must include the following:

- A signed agreement not to resign from the naval service during the period of the scholarship and to serve, after completion of such study, two years in the naval service for each year of postgraduate work received.

- An essay of approximately 1,000 words giving the reasons for making application for the scholarship.

- The name of the state from which the competitor will be entered if he is authorized to compete.

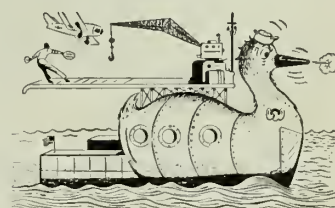
- A statement of willingness to defray the cost involved in appearing before the state committee which will interview candidates.

A board consisting of officers of the Navy Department and the Naval Academy will convene on or about 10 July 1950. The board will consider the requests filed and will recommend to the Chief of Naval Personnel those who are considered as possessing the necessary qualifications to receive Navy sponsorship in the competition.

Other items of interest to naval personnel who aspire to receive a Rhodes scholarship are included in the directive. Such persons should obtain full information by reading it thoroughly.

HERE'S YOUR NAVY

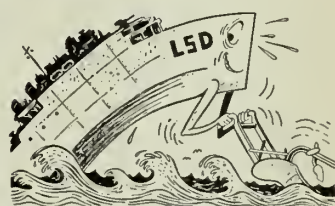
A Navy ugly duckling which proves to be a golden goose in time of action is the lumbering LSD—the landing ship, dock. These vessels, varying in displacement from 5,600 to 7,100 tons



depending upon their cargo, are a combination of landing-craft carrier, floating drydock, and tender. They are built around a large well-like drydock which occupies much of the after two-thirds of the hull.

★ ★ ★

An LSD can carry three small landing crafts, tank (LCTs), each with five tanks aboard—or two large LCTs, each carrying 12 tanks. Or, it can



carry 14 LCMs, containing one tank each, or 41 amphibious tanks, or 47 "ducks," complete with personnel. With such loads, weighing up to 1,500 tons, the LSD can plow along at 15 knots or more.

★ ★ ★

Approaching a beach, the LSD floods ballast tanks and admits water into the dock well until its landing-craft cargo is afloat within its walls. When near the shore, the LSD about-



faces and opens stern gates. Landing craft with engines already warm swarm out for action. Then the LSD's shops and repairmen, along with its dry-docking ability, keep 'em afloat and fighting.

BOOKS: ROMANCE, ADVENTURE IN MONTH'S READING

• *The Survivors*, by Hammond Innes; Harper and Brothers.

"She was a floating factory—a belching, stinking muck-heap of activity two thousand miles from civilization. Her upper works were black with grease and filth from the cloud of smoke that rolled out of her funnel. And over everything hung the awful smell of whale." This was the *Southern Cross*, as described by Author Innes. Bustling about her were the five "catchers"—the smaller ships that hunted down the whales and killed them. In every direction was the Antarctic sea, and the ice.

To this strange and sinister setting came Duncan Craig, ex-World War II frigate skipper, and Colonel Bland and Judy Bland, his daughter-in-law. Then came the day when the ice closed in, and *Southern Cross* was trapped with her catchers, and all the strange crew were castaways.

Here is romance, intrigue, crime, danger and adventure. Here is all anyone could ask in blood-stirring reading. Ask those who read it when it was published as a serial, under the title *Calling the Southern Cross*.

★ ★ ★

• *The Law of the Sea*, by William McFee; J. B. Lippincott Company.

In this volume one of the most distinguished of all salt-water fictioneers

turns factual to give us the word on maritime law.

We read the story of piracy, follow the evolution of privateering, the changing status of the able-bodied seaman, find mutiny—including that of the *Bounty*. We are told about the laws covering salvage, and have introduced intimately to us the famous marine insurer, Lloyds of London.

This is a book that fills a long-existing need—the need for a roundup of nautical law in the layman's language. Arm yourself with this volume, and the ill-advised "sea lawyers" about you will have to pull in their horns. They will be up against an expert.

★ ★ ★

• *No Time to Look Back*, by Leslie Greener; The Viking Press.

The scene was the prison camp at Panchor. The cast of characters included, among others, these three: Pendle, the painter; Andros, the dark young stranger with amnesia; and the Padre, who had been a popular parson in England before the war.

Pendle was torn with anguish over the fate of the young Chinese girl with whom he had fallen in love on clandestine trips through the barbed wire. On the last trip out he had married her; on the next day he had been transferred to another prison camp. And then he saw her again, momentarily, under terrifying circumstances.

Andros was gentle and spiritual, and in some ways disturbing. There were even those who thought he was working miracles.

The Padre was responsible for morale in the camp, and he had his problems. Would Pendle rebel and bring brutal reprisals down upon the prisoners? Were the officers right who said that Andros' miracles were nothing but sudden recoveries from psychoses? *No Time to Look Back* is both gentle and intense; both sensitive and sometimes savage. It's a touching and sincere novel.

★ ★ ★

• *Draggerman's Haul*, by Ellery Thompson; The Viking Press.

Wherever old salts gather, from Fulton Fish Market in New York City to Edgartown Harbor on Martha's Vineyard, the name of Captain Ellery Thompson of Stonington and

New London is known and respected. He is one of the best draggermen of them all. He is also a ship designer responsible for a large part of the Connecticut dragger fleet, and a marine artist of merit, a musician, a humorist and a philosopher. And now, as this autobiography fully proves, he is an accomplished writer.

Captain Thompson was born to the sea, of a generation of New England sailors and fishermen. At the age of 15 he was fishing out of New London on board his father's boat. At 20 he owned his first dragger—his first commercial trawler. Today, at 50, still an active draggerman aboard his own vessel, he can look back on 35 years of adventure on sea and land. He writes of them with gusto and originality.

While the style of writing is unpretentious and rather flat, the book contains many highlights that will be remembered a long time by all who read it. Some of these are the hurricane of 1938, the baby whale that helped make Quimbaug famous, and a girl named Flo, who ended up as a stunt rider aboard a motorcycle in a circus. Few indeed will fail to be highly amused by the seaman-author-artist's panic at the prospect of painting an unclad girl in an art class.

It's pleasant reading, full of salt spray and the smell of oakum and tar.

★ ★ ★

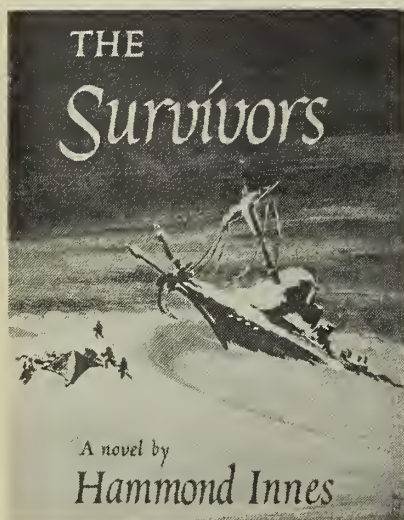
• *Captain Sam Grant*, by Lloyd Lewis; Little, Brown and Company.

This is the biography of Ulysses S. (for Sam) Grant, of Civil War fame. The writer, and through him the reader, sees Grant as a human being here—not as a stereotyped figure from history. Boyhood, West Point years, marriage, duty in the Mexican War, all come to life. We see the hectic days between wars, his appointment with the rank of captain when the Civil War broke out.

A sympathetic and very human book, it covers, perhaps better than any other, such things as Grant's farming ventures between wars and his grim crossing of the Isthmus of Panama in gold rush days. Nor are the wars themselves slighted. It's a good account of the great soldier's early career.

★ ★ ★

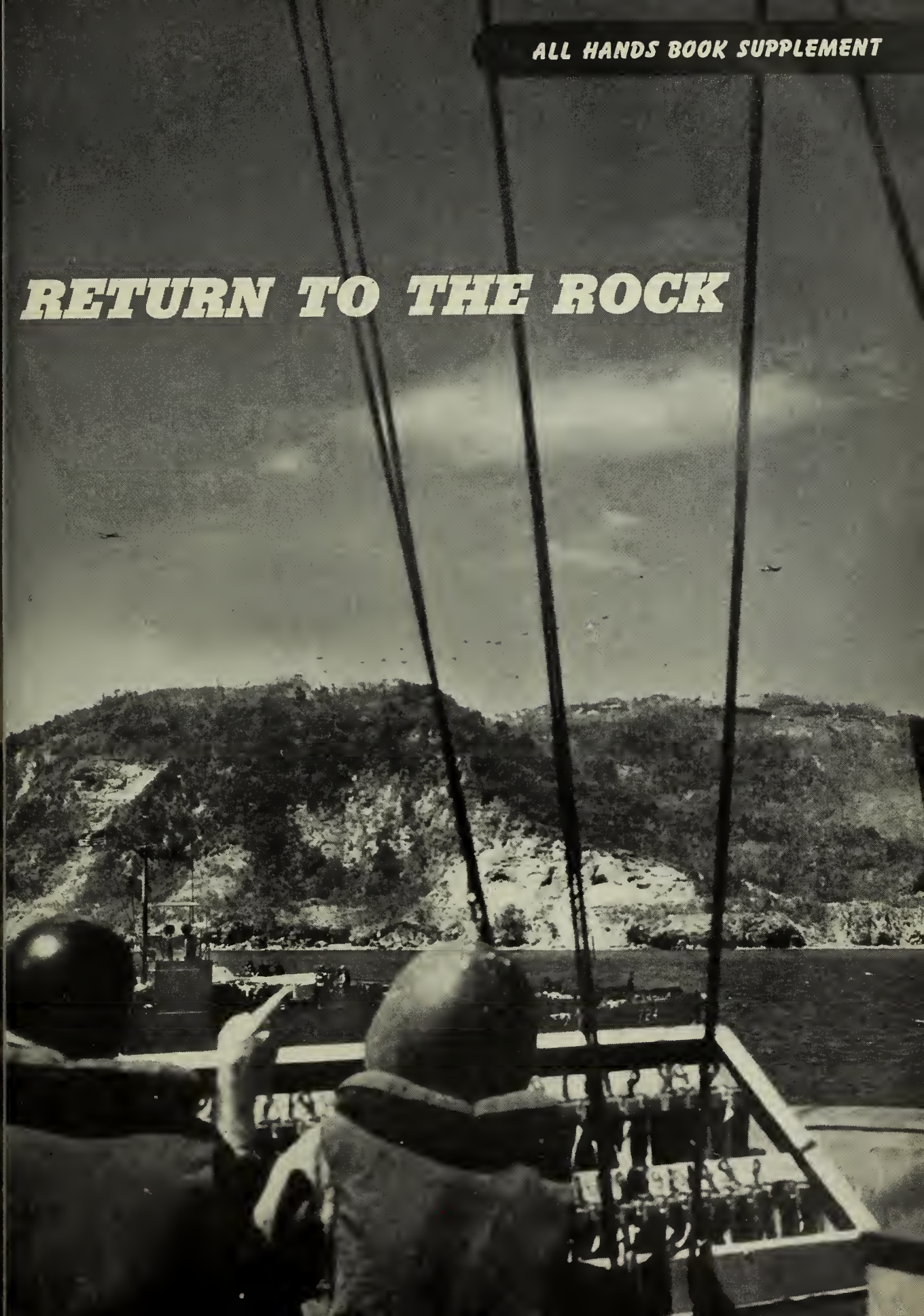
BuPers has chosen these and others; the Navy has purchased them for you and your shipmates. Try 'em for tone and texture when you get the time.



BLOOD-STIRRING reading, *The Survivors* blends adventure, danger and crime with intrigue and romance.

ALL HANDS BOOK SUPPLEMENT

RETURN TO THE ROCK



RETURN TO THE ROCK



It was the last minute of a last-ditch stand in the last American stronghold in the Philippines. It was May 1942 on Corregidor.

Inside the radio operator's tunnel the ground shook under the Japs' bombardment, rocks were shaken loose from the wall, and the wounded moaned in every corner.

Quite on his own, a radio operator sat down and clicked out his last thoughts to a forlorn America across the seas:

THEY ARE NOT NEAR YET. WE ARE WAITING FOR GOD ONLY KNOWS. . . . WE MAY HAVE TO GIVE UP BY NOON. . . . THEY HAVE BEEN SHELLING US FASTER THAN WE CAN COUNT. . . . I'M REALLY LOW DOWN. THEY ARE AROUND NOW SMASHING RIFLES. THEY BRING IN THE WOUNDED EVERY MINUTE. WE WILL BE WAITING FOR YOU GUYS TO HELP. THIS IS THE ONLY THING I GUESS CAN BE DONE. GENERAL WAINRIGHT IS A RIGHT GUY AND WE ARE WILLING TO GO ON FOR HIM, BUT SHELLS ARE DROPPING ALL NIGHT, FASTER THAN HELL. DAMAGE TERRIFIC. TOO MUCH FOR GUYS TO TAKE. . . . THEY HAVE GOT US ON BOTH SIDES MEN ARE ALL FEELING BAD. . . . CORREGIDOR USED TO BE A NICE PLACE. BUT IT IS HAUNTED NOW. . . . JUST MADE A BROADCAST TO ARRANGE FOR SURRENDER. . . . I CAN'T SAY MUCH, CAN'T THINK AT ALL. . . . THE JIG IS UP. EVERYONE IS BAWLING LIKE A BABY.

After that, nothing more from Corregidor. "The Rock" was silent.

Where the Americans had fought, General Homma drove in his sparkling Cadillac, looking over the scenes like any sightseer. His troops would draw up and salute, and occasionally the impassive general would give the return with a floppy, limp hand.

It was a different story, 33 months later. Now the Japanese were beleaguered, and the Americans were on their way in. . . .

*Here's the story of one of the few invasions where the invaders were outnumbered. It is taken from Vol. V of the book *Battle Report*, by Karig, Harris and Manson.*

BY THE MIDDLE of February, 1945, as American troops closed Manila from the north and south, it became evident that if the city was to be used as a port it would be necessary to uncork the entrance to Manila Bay: Corregidor and the satellite islands had to be taken, Bataan peninsula and the Cavite shore to the south occupied.

The main block was, of course, Corregidor.

Enemy air had, by this time, been thoroughly swept from the skies. Opposition was expected mainly in the form of suicide boats and troops. Of the latter, 15,000, many of them service troops, were estimated to be on

Bataan. Army intelligence had it that Corregidor was held by only 850, an unbelievably inaccurate estimate.

The plan called for an amphibious landing at Mariveles Bay, on the southern tip of Bataan and only a silver dollar heave from The Rock. At the same time our troops would push south along Bataan's eastern shore to cut off retreat in that direction as well as to stop overwater evacuation from besieged Manila.

But before troops could be landed the waters that the ships had to traverse would have to be raked clean of mines. And mines there were aplenty. The Japanese had enriched their inheritance of the old U. S. minefields with new ones of their own.

The jobs of clearing the mine fields, seizing Mariveles Bay, and supporting the Corregidor assault fell to Rear Admiral Arthur D. Struble, who commanded the attack group, and Rear Admiral Russell S. Berkey, who commanded the fire support group. Recently captured Subic Bay, 30 miles north of Corregidor, was to be the base of operations.

The two admirals were given less than a week to prepare for the dual assault scheduled for February 15 and 16. Their orders were simple: first, sweep the seas to Mariveles; second, seize Mariveles; third, blast The Rock with crushing gunfire; fourth, seize Corregidor.

First, to sweep the mines . . .

"Until the mines were swept," recalled Admiral Berkey, "we were worried about moving the destroyers and cruisers in close enough to silence those Corregidor guns. Yet how could the minesweepers do their work well within range of those same coastal guns without being hit? It was a deadly dilemma.

"I went over the sweeping problem with the Minesweep King, Lieutenant Commander James R. Keefer. To do the job we had 15 YMS sweeps and six of the larger AM type which included Keefer's ship *Saunter*. Keefer and I agreed that our task looked pretty grim, scooping mines out from under those gun muzzles."

The sweeping operations here were not the largest of the war (an estimated 450 mines as compared to 1,000 in the Western Carolines) but the problems were probably tougher than any before. Not only would the sweepers be opposed by shore batteries at very short ranges; in some cases the mines were planted only 30 feet apart, and the large sweepers were 33 feet wide in the beam.

"We decided to divide the mined areas into zones," continued Berkey. "The zones, being considered dangerous, were named after women."

Long before daylight February 13 the sweeps went to work. Starting from the 100-fathom curve the large AMs

swept zones Audrey, Adelaide, and Karen cutting 28 old electrically controlled mines between La Monja and Corregidor, relics of U. S. Army days. YMSs swept the flanking areas Ruth and Mable but found nothing.

Meanwhile Berkey's cruisers and destroyers, following the sweepers, blasted selected targets in Mariveles Bay, and the islands of Corregidor, Caballo, and El Fraile, which had been converted by the Army during the American occupation into a fort in the shape of a battleship. It was called Fort Drum.

Admiral Berkey's gunners had trouble distinguishing specific targets that first day, not only because of the pall of dust and smoke kicked up by Army Air Force heavy bomber strikes, but also because the enemy held his fire. "What bothered me more than anything else," said Berkey, "was how to find the Jap guns and get them out of commission before the landing. The silence of the enemy guns gave us an uneasy feeling. We still had no idea of their strength after the first day. One thing that didn't worry us, however, was Jap air. For the first time in many months the AAF had complete control of the skies.

"That night we could hear across the water the rumble of the Army's big artillery and the sharp cracking echoes of rifle fire in the nearby hills as our troops rolled through Bataan."

Next morning, the day before the scheduled landing at Mariveles, the minesweepers moved into area Susie, the channel just south of Corregidor.

The Japs waited—and waited some more. They held fire until the first zig sweep went past Corregidor. Then—BLAM!

"They were well shot at, but fortunately not shot up" was the way Berkey put it.

Contact mines had been planted in Susie as thick as crab grass on a summer lawn. When cut from their moorings, they bobbed around like so many sea turtles sunning themselves on the surface. A couple of destroyers had been detailed as mine destroyers, but the job was too big for them. A hundred and ten mines popped to the surface that day. The destroyer *Claxton* at one time was completely surrounded.

The problem became so acute that *Phoenix's* skipper, Captain Jack H. Duncan, sent his "bug" pilots—Lieutenants (jg) James M. Manheim, Herbert A. Starbird, Robert H. Smyth, and John Hunt—into the air to spot for the hemmed-in destroyers from the air.

The Manila Bay "Turtle Shoot" was not as spectacular as the Marianas "Turkey Shoot," but it was much noisier. Added to the gunfire were the ocean-shaking explosions of the destroyed mines. The rumbling from Susie lasted all day and stopped only when the evening twilight made mine hunting too risky.

In the afternoon five YMSs supported by the destroyers *Hopewell* and *Fletcher* were sent to clean up Helen, the area north of Corregidor. Three enemy guns, concealed by the hills from the fire support ships, opened up and quickly scored seven hits on the YMS 48. Badly damaged, she had to be sunk.

The YMS following the 48 cockily queried over the radio telephone: "Shall I continue to sweep?"

"Hell no! Get out of there!" yelled Berkey in welcomed reply.

Lieutenant (jg) Howard A. Kaiser, skipper of YMS 48, tells of his predicament:

"Unfortunately at the time we abandoned ship, the current set was toward Mariveles Harbor and toward the

Bataan shore, which was held by the Japanese. We were in so close we had to dodge sniper fire. We could see Japs running around on the beach and darting through the jungles. We hoped that we would drift out to sea rather than drift into that hostile beach.

"About 45 minutes after abandoning ship the destroyer *Hopewell* came in to attempt our rescue. She was hit four times between the stacks by the same batteries that hit us and apparently suffered considerable damage because she turned and headed for sea before she had rescued any of my men.

"Soon six A-20s twin-engined attack bombers appeared from Clark Field and laid a beautiful smoke screen between us and those Corregidor guns, enabling *Fletcher*, although she too had been previously hit by the same battery, to slip in and pick us up.

"That smoke screen was about the most welcome sight that any of us had ever seen in our lives, even better than a steak dinner. We would have danced a clog if we had had a deck to stand on."

Admiral Berkey continues the story: "With two cans hit and one YMS sunk, I ordered the cruisers and destroyers to give them all we had. In seven minutes they poured 8,000 rounds of shells into Corregidor and not another shot was fired by the Japs from the north side of that island."

Berkey then told Keefer to reorganize his sweepers and get Mariveles Bay cleaned out. Struble was due the next morning with the landing force.

Mariveles was swept twice to a depth of 30 feet and so many mines popped to the surface that the destroyer *Lavallette* was told to steam to the mouth of the bay and sink floaters going out with the tide.

Admiral Berkey watched *Lavallette* as she cautiously crept into position. Suddenly a skull-shattering explosion shook the entire area and a geyser of water swallowed *Lavallette's* bridge.

Radford, steaming behind *Lavallette*, put a boat in the water with a line to tie on the crippled can's fantail and WHAM!—*Radford* had caught a mine in approximately the same place. *Lavallette*, damaged severely, was down by the bow but with fleet tug *Hidatsa's* assistance she was able to steam out of the area and take refuge around the corner of Bataan in Subic Bay. These mines, it was discovered later, were electrically controlled from Bataan.

Berkey doubted if his ships would have enough ammunition to support the landing the next day, after all the firing in support of the minesweepers. That night he sent for his reserve fire support unit of three heavy cruisers and six destroyers.

Then Berkey steamed north to rendezvous with Struble's attack force. They met about midnight.

"I am doubtful if our ammunition supply will last past noon tomorrow," said Berkey over the TBS. "I've sent for the heavies and they should be down by that time. We have been unable to silence all The Rock's guns. Do you want to delay the landing until they arrive?"

"Let's go ahead," replied Struble from his miniature flagship, the U. S. Coast Guard Cutter *Ingham*.

2

Second, to land on Bataan at Mariveles. . . .

Early on the morning of February 15 another check sweep was made of Mariveles Harbor. Then the assault waves formed up in column on the line of approach. On

RETURN TO THE ROCK

the left flank the destroyer *Picking* (Commander Benedict J. Semmes, Jr.) stood guard and on the right the *Wickes* (Lieutenant Commander James B. Cresap). Like parading troops the boats entered the Harbor.

Then from high on The Rock came a puff of brown smoke. Two destroyers, shelling nearby, elevated their guns less than half a degree and the Jap gun was smothered under an angry flurry of shells. Not another shot came from The Rock.

The 151st Infantry Regimental Combat Team and the 3rd Battalion of the 34th Regimental Combat Team, totaling 4,300 men, were soon firmly ashore. By the end of the day Mariveles Town and airfield had been seized against light opposition. Quickly the 151st wheeled eastward to meet the 1st RCT that was pushing down Bataan's east coast against spotty opposition of Jap stragglers, most of whom were evacuees from Manila.

Admiral Berkey did not intend to press good luck too far and ordered his force put to sea that first night after the landing.

"It's still 'no man's land' as far as I'm concerned," he said. "My hunch is that the Nips will be waiting for us with some of those suicide boats."

And he was right.

The only ships left in Mariveles Bay were the three LSTs stuck on the beachhead and five LCSs guarding them. The LCSs—designated only by the numbers 7, 8, 26, 27, and 49—anchored 200 yards apart at the mouth of the harbor facing almost due west.

Five vessels at anchor, sitting ducks close to the beach: just the situation that the builders of Japan's "Maru 4 boats" had dreamed of. These Maru 4 boats, 15 feet of plywood, were driven by a Japanese version of a 6-cylinder Chevrolet engine. A coxswain, standing in the stern, manned the boat. The punch was furnished by 500 pounds of "Shimose" powder, a form of picric acid, stowed under the forward hatch.

On the night of February 16, when it was good and black, the Japanese rolled some 30 of the dolly-mounted boats out of caves around the bay. Engines were started, albeit with some difficulty. Not only were the engines rusty but, as the Japanese later confessed, too many of the boat operators had bolstered their spirits with the bottled variety.

Some of the suicide coxswains still felt the divine urge, however, and about 3:00 A.M. the mosquito fleet struck. Weaving to avoid gunfire, the water-borne kamikazes bored in against the five anchored craft, their coxswains screaming imprecations as they drew close. Owl-eyed radar picked up the little skimmers streaking across the water at 30 knots. LCS 27 opened the action. Her rattling, coughing guns quickly sank five of the boats, but a sixth exploded close aboard, badly damaging her.

"By the time our radar operators interpreted the signal," said Ensign D. C. Demeter of the LCS 7, "there wasn't much time for shooting. Not even time to man all guns. A few men on deck sighted small boats coming in fast from the east and the fight was on."

Demeter, himself standing a topside watch, grabbed a rifle and fired two shots before his magazine emptied. He had just fired two more shots from his .38 revolver when a blinding explosion knocked him unconscious.

"When I regained consciousness," continued Demeter,

"The conn was a mass of wreckage. The entire port side and superstructure was ablaze. Our rockets were going off and ammunition was exploding all around. Men were lying about the decks moaning with burns and broken bones. The ship was sinking."

The scene was much the same all down the row of LCSs as one Maru 4 boat after another plowed into the harbor sentries. Blazing oil spread over the water and heavy black smoke obscured the harbor entrance.

The LCSs fired with their 20mms and 50-calibers—but it was too little and much too late. Three of them—the 7, 26, and 49—were sunk. The two others were beached and so severely damaged that they would have to miss the Corregidor show later in the morning. Nor could the fleet tug *Hidatsa* be around. She was heavily damaged by a mine as she tried to pull the LCS 27 off the beach.

3

Third, to blast The Rock. . . .

The wounds of three years before had healed. The enveloping vegetation of the tropics had grown over the scars of the Japanese bombardment. There were jungles in the ravines again, until Berkey & Co. moved in.

So, again, The Rock was blasted, seared, scorched. Again the topography of the little island was beaten and pounded into a different shape.

What had happened to Battery Way, to Battery Geary, to Battery Wheeler, to all the other batteries that had fought so hard and well three years before? Had they been restored by the Japanese? If so, how much punishment could they now take? Had the last of the batteries been finished off the day before when the two destroyers silenced the only battery on Corregidor that disputed the Mariveles landing?

The Americans took no chances.

At 7:00 A.M., February 16, Berkey's cruisers and destroyers moved in close and again started gouging The Rock with shellfire. From the sky P-38s and A-20s dropped down from all angles in intricate glide-bomb runs. Heavy bombers shook Topside with demolition bombs. No known cave entrance was left unfilled, no fortification was left unruptured. It was one of the most closely coordinated surface and air bombardments of the war, a thrilling exhibition of unified teamwork.

4

Fourth, to crack The Rock. . . .

This was to be done by sowing paratroopers from the sky, hundreds of them, and smothering the Japs before they could blink their dust-filled eyes. Then they were to be kicked in the stomach by an amphibious landing.

The key to Corregidor was Topside. From the high terrain there the whole island could be dominated. To fight up the steep slopes from the beaches would have been very costly indeed. Too costly, even if only 850 troops were defending The Rock. So it was decided to take Topside from the Air.

There wasn't much room Topside. Photographs showed only two suitable places for a drop: the parade ground, which measured 250 yards by 150 yards, and part of the golf course, 75 yards longer than the parade ground and of the same width. Hardly enough room to drop a battalion of men!

That wasn't all. These small fields were surrounded on three sides by splintered trees, tangled undergrowth, and wrecked buildings. On the fourth they sloped abruptly to the tips of sheer 500-foot cliffs. They were pockmarked

with craters and littered with clods, rocks, bomb fragments, and torn tin roofing.

The Japanese commander on Corregidor took no precautions against an airborne invasion. He had been warned by headquarters to prepare for such an assault, but, after examining all possible areas in which paratroopers might be dropped, he ruled out the possibility of such an operation, even by the unpredictable Americans.

As the air and sea bombardment continued to keep the Japanese holed up in caves and tunnels of the honey-combed Rock, 31 C-47s took off from San Jose, Mindoro. Aboard them was the 3rd battalion of the 503rd Parachute Infantry.

The planes approached Corregidor in two columns of single planes in train, one column for each landing zone. A sudden 18-mile-an-hour wind swept the air clear of the smoke and dust kicked up by the bombardment that had ceased only minutes before.

Promptly at 0830 the planes began to spill out their chutes—white, red, blue, green, yellow—bearing men and equipment down to the golf course and parade ground. Small groups of Japs, usually two or three men, fired machine guns and rifles at the planes and parachutes. A few planes and a few chutes were holed before escorting planes strafed them into quiescence.

The transport planes circled and came back, this time at 500 feet instead of 650 to cut down the dangerous drift. Again they dropped sticks of men and equipment.

The Japanese were surprised, stunned. The infantrymen who fell from the sky quickly occupied vital Topside positions. Many were battered and injured by their drop. A few were killed. Some missed Topside and dropped down the cliffs and into the ravines.

A good number of these paratroopers were very grateful to the PT 376, skippered by Lieutenant John A. Mapp. She was one of twelve such boats employed in the assault.

The "Spirit of 76" had been stationed at a strategic point off Corregidor with orders to pick up any of the parachuting soldiers who missed the flat top of the island. Patrolling about 30 yards off the beach, the PT spotted a group of paratroopers hiding from enemy fire that pelted down from above.

As the PTers put their rubber raft into the water they could see enemy tracer bullets plowing all around them. Under this angry buzz of fire they rowed ashore and rescued seven soldiers.

Then at 1250 another load of paratroopers, from 51 C-47s this time, floated down on Topside. Again some of them missed. Again the "Spirit of 76" went in under enemy shore fire and brought out ten more beleaguered paratroopers.

Meanwhile preparations were made to land the 3rd Battalion of the 34th Infantry—lifted from Mariveles in LCMs—on the south shore of Corregidor at San Jose south dock. The landing beaches chosen were at the foot of Malinta Hill, which bulges at the neck of the island, separating the head of the tadpole, Topside, from its stringy tail. It was essential that Malinta Hill be in our control before an assault was launched to clear the tail. The plan was to seize the Hill quickly, while the enemy was still dazed and confused by the bombardment and by the airborne attack on Topside.

Three destroyers—*Picking*, *Wickes*, and *Young* (Commander Donald G. Dockum)—moved to within half a mile of the shore smashing at the beaches and at Malinta's

caves. As usual approaches had to be swept for mines.

"All three sweepers resembled little bulldogs as they squatted low in the water and tossed their shells at the beach as rapidly as their guns would fire," remarked Commander Thomas R. Fonick. "Their 20mm guns were blazing and they raked everything in sight. They proved they could fight and sweep at the same time."

The YMS 46 was hit by a shore battery, but counter-punches came quickly from the three destroyers.

At 1030 the troops hit the beach. Exploding land mines took heavy casualties but the soldiers pressed on to capture Malinta Hill. By the end of the day the assault phase of the battle for Corregidor was over.

The paratroop landings on Topside were a complete tactical surprise to the Japanese. Drop casualties in this dangerous operation had been expected, some estimates ran as high as 20 per cent. They turned out to be 11 per cent. Of 2,000 men dropped, 12 were killed and 267 injured or wounded in the operation.

The Japanese may have had a good plan for defending The Rock but, whatever it was, it never saw action—so complete was the surprise. Nearly 6,000 Imperial troops defended Corregidor, much to the chagrin of the G-2 planners who estimated 850. Half of these were stationed on a defense ring along the shores of the island, half were holed up in Malinta Tunnel.

The Japanese had evidently expected an American landing on the north shore of the island—the same side, it will be recalled, that they had landed on in 1942—for there the beaches were found to be heavily mined. The Japs had also mined the approaches to the caves in the shore cliffs from which they planned to launch Maru 4 boat attacks.

Within a few days Japanese resistance was reduced to a series of death battles by isolated groups in the caves and tunnels, in the dugouts and old concrete magazines.

By the end of the month the Japs trapped in Malinta Tunnel set off a series of suicidal explosions which wrecked the interior of the labyrinth, entombing hundreds.

The 503rd, with two battalions abreast, had, by the second day of March, pushed through the toughest of terrain to the eastern end of the island.

The flies were as maddening as the Japanese. Big blue ones, corpse fattened, buzzed and swarmed and stung.

"They were so thick," said one lieutenant, "that they showed up in aerial photos."

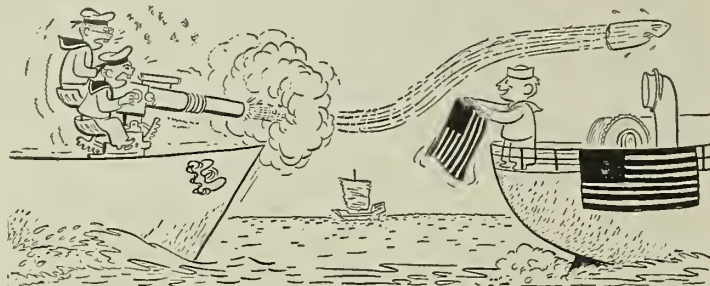
Except for small isolated pockets, Japanese resistance was now over. Dead were an estimated 5,850 Japanese. Of these 1,014 were known to have died as they tried to escape by swimming to sea. American casualties had been well over a thousand, a third of these killed, out of approximately 4,000 troops committed.

The Japanese are tenacious, at least that can be said of them. The last Japs on Corregidor were not rounded up until the beginning of 1946. A combat patrol, by cutting through jungle and scaling cliffs, reached an area on the south side of the island where holdout Japanese were known to be hiding. Japanese war prisoners who had been taken along were made to write notes informing their comrades that the Emperor had ordered all Japanese to surrender. These notes were left scattered about in the area. Nearly two months later, on New Year's Day, 1946, some 20 ragged Japanese, carrying the notes, walked up to a Graves Registration sergeant and surrendered. ■ ■

TAFFRAIL TALK

CAPTAIN Joseph Lademan's unusual story of an unusual ship (see *Gold Star Odyssey*, ALL HANDS, March 1950, pp. 59-63) brought many letters of comment. One was from Milton E. Brown, ADC, USN, now on duty at NAS Corpus Christi.

"I can well understand *Gold Star's* predicament at the outbreak of the last war, what with no armament to speak of," he says



from experience. He was a crew member in 1937 when the venerable crate plodded up the Whangpo to evacuate Americans during the Japanese bombardment of Shanghai. To do her job, she had to thread through gunboats of the Japanese Third Fleet which were firing on Chinese troops ashore.

Three old machine guns and a few rifles were all she had on board, but her best armament was something else. "We had all our American national ensigns flying from every yard, including the jack staff. This was to let the fighting forces know we were an American ship and to let the Jap flyers know the same thing, because the bombs did come pretty close at times. At night we would train floodlights on all the flags."

It worked. She made the 120-mile river trip, up and back, untouched.

* * *

Facts you never knew 'til we told you: The Army's navy, otherwise known as the Army Transportation Service, now transferred en toto to the nation's Navy, grew to such proportions during demobilization that if all its ships were underway at one time during its peak strength in November 1945, they could have carried 1,300,000 troops — one fourth of the Army's total soldiers and airmen at the time.

* * *

Word we have from Adak indicates one of the most widely read columns in the Adak Daily Sun, the naval station paper, is the daily menu of the general mess. You can find out what they're serving for all three meals and prepare yourself accordingly, all the way to the messhall.

* * *

You can see it at NAS Jacksonville, in big letters on a Navy *Banshee* fighter: CAPT R S FORTNEY USAF (S.W.D.)

The captain, an exchange pilot on duty with the Navy, added the (S.W.D.) to point out that he's a member of the Air Force in the "Salt Water Division."

The All Hands Staff

ALL HANDS

THE BUPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget on 29 April 1949, this magazine is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

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DISTRIBUTION: By BuPers Circ. Ltr. 162-43 (NDB, cum. ed., 31 Dec. 43-1362) the Bureau directed that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicated that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the directive.

In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issues.

The Bureau should also be advised if the full number of copies is not received regularly.

Normally, copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corp. Requests from Marine Corps activities should be addressed to the Commandant.

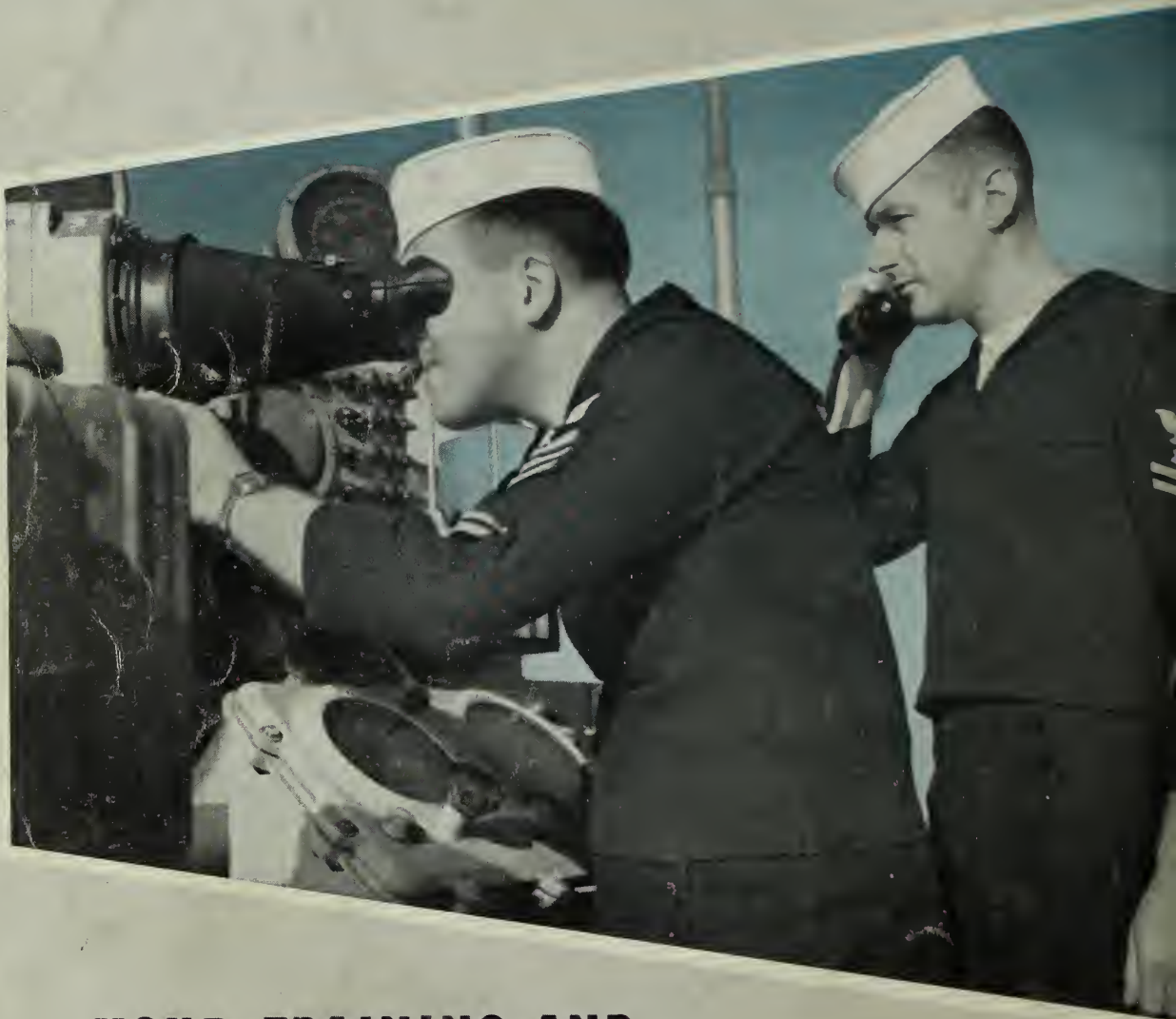
REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB" used as a reference, indicate the official Navy Department Bulletin.

• AT RIGHT: Officers and enlisted personnel of USS *Razorback* (SS 394) swarm over the superstructure of their submarine for a last picture at Pearl Harbor before leaving for the Atlantic Fleet. ➔

**LEIS
AWEIGH**



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EXPERIENCE ARE
THE NAVY'S STRENGTH**

REENLIST

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

NAVPERS-O



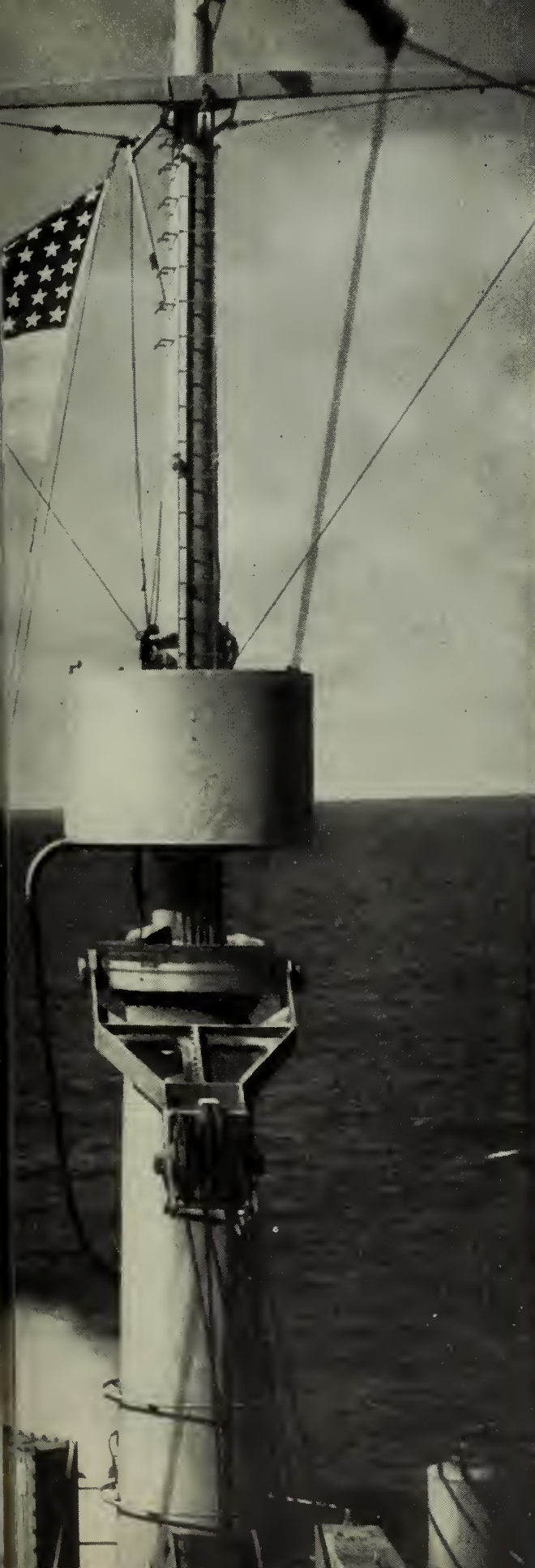
This magazine is intended
for 10 readers. All should
see it as soon as possible.
PASS THIS COPY ALONG

JULY 1950

RESEARCH

ROCKET





ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

JULY 1950

Navpers-O

NUMBER 401

VICE ADMIRAL JOHN W. ROPER, USN
The Chief of Naval Personnel

REAR ADMIRAL FREDERICK W. McMAHON, USN
The Deputy Chief of Naval Personnel

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TABLE OF CONTENTS

	Page
Navy Ships Seek Deepest of the Deep.....	2
The Word	6
Cherbourg: Picturesque Liberty Port.....	8
Presidential Yacht	12
Cooling Off Ships Too Hot to Handle.....	16
Sports and Recreation Roundup.....	21
Recruit Training for New Reservists	24
Letters to the Editor	27
Today's Navy	32
Servicescopes: <i>News of Other Services</i>	40
Bulletin Board	42
New Evening Dress Uniform.....	42
Transportation of Personnel.....	43
Early Discharges Discontinued	43
Personnel in Special Fields	44
You Can Bank on the Navy	48
Legislative Roundup	54
Directives in Brief.....	57
Books: Historical Novel Featured.....	58
Book Supplement: <i>Battle of the Lake</i>	59
Taffrail Talk	64

• FRONT COVER: Main batteries of three destroyers of DesDiv 182 get new coat of paint in preparation for visits to ports on the east coast. Left to right: J. J. Gyles, SN, *uss Furse* (DDR 882); P. M. Pickett, SN, *uss Newman K. Perry* (DDR 883), and F. Milewski, SN, *uss Charles P. Cecil* (DDR 835).

• AT LEFT: Clouds of smoke and vapor accompany the launching of the 46-foot Viking research rocket as the 11,000-pound missile left the deck of *uss Norton Sound*, at a point on the equator in mid-Pacific.

CREDITS: All photographs published in ALL HANDS are official Department of Defense photos unless otherwise designated.



MINDANAO TRENCH—Somewhere in its 600-mile length man will probably find the deepest water in the world.

Ships Seek Deepest of the Deeps

SOMEWHERE beneath the surface of the sea is the deepest water in the world, and one way for your ship to win immortal fame in these days of peace is to drop by and find it sometime.

Far less is known about the nether regions of the sea than is known about the atmosphere. Part of the reason is that air yields up its secrets more easily, by admitting easy passage to radar, radio, infra-red, sound and other forms of energy that must pass through to make measurements. Only sound energy penetrates the sea with much effect.

Another part of the reason is that man, being a curious individual with a flair for seeing with his own eyes, has run into a wall of frustration in trying to get himself into a position, physically, where he can do just that. The deeper he goes, the greater the barriers become—freezing cold, absolute darkness, terrific pressures as high as seven tons per square inch.

But, if man could walk around on the floor of the sea, he would find the

great underwater canyons, mountains and plateaus that make up a new hidden world. He would find great forests of sea-weed, some nearly as tall as a giant redwood tree. He would find mountain ranges in the water that dwarf the Rockies, and a huge gash in the face of the earth that's four times the size of Grand Canyon.

The gash is Mindanao Trench east of the Philippines, stretching 600 miles from south of Mindanao to north of Samar, and as much as 50 miles wide. Its third dimension—depth—is more important. How deep does it run, at its deepest point? Is the deepest water in the world lying in Mindanao Trench . . . or in the Japan Trench? That's what the Navy's Hydrographic Office would like to know, and deep-sea soundings by naval vessels will have to provide the answer.

If Mindanao Trench is the largest of the world's sea canyons, it's still only 100 miles longer than the Japan Trench, and is less than one third the

length of the great chain of trenches that together string out along some 2,000 miles of ocean floor and through 30 degrees of latitude. This chain of four trenches starts at the north, near Japan, and winds through the Bonins, past the Marianas, and ends among the Western Carolines near Palau. All four have depths greater than 4000 fathoms.

Hydrographers know where the trenches lie, but other features are more puzzling—such as how deep they run, why they're generally curved in shape, why they lie close in to islands, or why they happened to form on the convex side of the adjacent island group. It's seemingly inconsistent that in the vicinity of the Bonins Trench great mountains of volcanic ash push themselves out of the water, belch and sputter for a time, then sink beneath the surface. It's also inconsistent that 15 miles from the highest point on Yap Island is a depth of 4122 fathoms in the Western Carolines Trench.

Why the sudden interest in chart-

ing the ocean depths? Why, other than for purely casual interest, should the Navy concern itself over depths greater than 100 fathoms? The answer lies in the search for perhaps the easiest method of navigation — by use of sea bottom features.

“Modern electronic sounding and ranging features,” says a new Hydrographic Office publication, “makes the profile of the floor of the sea the most universally accessible of the aids of navigation. With the availability of accurate charts, piloting by the prominent features of the bottom may become as common as coastal piloting.”

If an airplane can get a position fix from Mount Whitney and a nearby peak, or from the juncture of two rivers like the Wisconsin and the Mississippi, so can a surface vessel obtain a fix from distinguishable peaks, canyons and other natural markers in the sea. Or better yet, so can a submarine of the future deep-diving, long range type that will best use its full capabilities by not being forced to return to the surface for navigation by loran or star sights.

The Navy is enlisting the aid of every ship that travels everywhere in its effort to work out contour charts of the ocean bottom.

Hundreds of thousands of soundings are necessary to meet this program, and of these, soundings of the great deeps are a small — but highly interesting — part of the whole.

Where to look for the world's deepest water is a relatively simple problem, hydrographers say. They would be very much surprised if it were found in any but two places — Mindanao Trench or Japan Trench.

It was in Mindanao Trench that the German cruiser *Emden* found a record depth of 5900 fathoms in 1927, and until recently this was believed to be the world's deepest. But *USS Cape Johnson* made recordings in 1944 that disproved the accuracy of *Emden's* sounding, then returned the following year to find a new record deep. Instead of 5900 fathoms as reported by *Emden*, the greatest reliably recorded depth today is 5741 fathoms in the Cape Johnson Deep. Whatever way you look at it, however, both figures round off to the very considerable approximate of six miles, straight down.

Because the work has been largely a spare time affair throughout, both as to *Cape Johnson's* initial discovery and checking of the figures since, the first announcement of the new sound-

ing comes at this time, five years later, in a technical report to the American Geophysical Union. The report is published simultaneously with this article.

Cape Johnson's work ties in with the soundings of three other vessels in the search for the world's deepest water in the Mindanao Trench. To start from the beginning, first there was the German oceanographic survey vessel *Planet* which in 1912 found a maximum depth of 5352 fathoms in what was then believed to be the deepest part of the trench. This single sounding took six hours in all, while her personnel reeled out miles of piano wire, and was considered one of the most important oceanographic discoveries of the day.

Fifteen years later the cruiser *Emden*, fitted out with better gear — the then new audible frequency echo sounder — appeared in the same vicinity and made several recording runs. At 9° 40' N. and 126° 50' E. she made her deepest sounding of 5900 fathoms, which at first was accepted

Navy Offers Immortal Fame To the Ship Discovering The World's Deepest Water

without reservation as the world's deepest.

But in 1930 the Dutch vessel *HRMS Willebrord Snellius* aroused scientific skepticism with the announcement that, with the same gear as *Emden* had used, the greatest depth was only 5555 fathoms over practically the same ocean bottom. As a matter of fact, *Snellius'* figures agreed more closely with the piano wire sounding made by *Planet*.

Still, most hydrographers were reluctant to discredit *Emden's* work until further data were available, and the dilemma remained unsolved until 1944 when *Cape Johnson* found herself on a wartime mission in the area.

Commanding the Navy transport was a geology professor turned skipper in wartime, and he was naturally interested in the soundings of Mindanao Trench. Taking temporary time out from the war to run a few traverses, Commander H. H. Hess, USNR, retraced the area where *Emden* had recorded 5900 fathoms. Soundings were made with *Cape Johnson's*

new high frequency echo sounder, the directional type which most U. S. naval vessels have today.

Her deepest sounding in the area was 5532 fathoms, checking closely with *Planet's* 5352 and *Snellius'* 5555 — but disagreeing sharply with *Emden's* 5900.

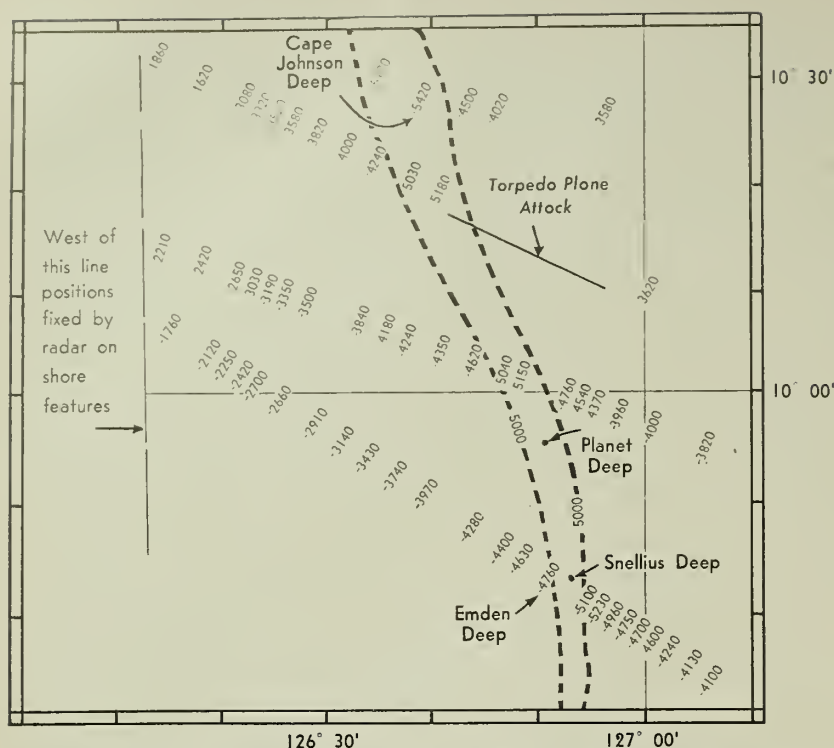
Here was sufficient proof that *Emden* was wrong. What had been hailed as “the world's deepest deep” was not so deep after all. And, in fact, with this evidence it was apparent that a deeper record had been found in the Japan Trench — 5673 fathoms, which previously had been considered the second deepest.

According to the joint report published by Commander Hess and Mr. M. W. Buell, Jr., hydrographic engineer at the Navy Hydrographic Office, the reason for *Emden's* mistake is that their soundings were not directly vertical from the ship. “It is quite evident from the study of *Emden's* sounding traverses,” it states, “that many of their soundings are spurious values — reflections from points far to one side and not directly below the ship. This is a common occurrence in non-directional echo sounding over rugged topography.” *Cape Johnson's* directional sounder eliminated many of the errors.

Cape Johnson had no more time to spare, and she returned reluctantly to her wartime duties. But on 14 July 1945 she was back again over Mindanao Trench — only this time she was farther north. Forty-five miles from the Emden Deep, she made a sounding of 5420 fathoms, which, when corrected, amounted to a true depth of 5741 fathoms.

The time was approximately midnight, at the location of 10° 27' N. and 126° 36' E., and the report of the event notes that “the sounding was taken by R. K. Pritchard, QM1, USNR, an experienced and reliable operator of the echo sounder. Pritchard had been taking soundings for more than a year.”

So, until another deeper recording is made, the Cape Johnson Deep of 5741 fathoms stands as the world's greatest. Actually, there's good reason to believe Mindanao Trench or Japan Trench has deeper places. Commander Hess himself believes *Cape Johnson* could have found deeper water on one traverse, but she was suddenly called back to wartime pursuits. On one recording run the Navy transport made soundings of 4000, 4240, 5030 and 5180 — with



SOUNDINGS by *Cape Johnson* show figures uncorrected for speed of sound in water. True mark for Cape Johnson Deep, 5420 here, is 5741 fathoms.

the deepest part of the trench still to come — when she was forced to break off. *Cape Johnson's* personnel turned their attention to the skies, where a Japanese torpedo bomber was making a run on the ship.

Survival being a stronger instinct than desire for acknowledgment, even on *Cape Johnson*, the crew went to general quarters. They're still speculating about what might have turned up.

As it was, *Cape Johnson* returned to the war in a hurry, and never went back to the same area. The last sounding, 5180 fathoms uncorrected, was at approximately 10° 18' N. and 126° 40' E., just in case your ship has an interested skipper and a good echo sounder operator. During the war thousands of American ships had passed through the general area, on their way to Leyte and other Philippine Islands, but only *Cape Johnson* attempted to "feel out" the underlying trench with sound impulses.

Other than these indications, why are the Navy's hydrographers so willing to believe there are greater depths in Mindanao Trench? In the first place, the number of traverses run across it with the high frequency

echo sounder, today's best equipment, is a total of only four.

These four, made by *Cape Johnson*, are all that's available for a trench 600 miles long. To be at all sufficient, hydrographers say, the sounding traverses across a deep canyon like the Mindanao Trench should be not more than five miles apart.

Another reason is that only one ship has made soundings along the entire trench, and that was *Willebrord Snellius*, using the non-directional gear that's subject to error. While all Navy H.O. charts confidently list depths along contour lines for the trench, hydrographers are less sure than it would appear about the true figures. Even one of the latest charts, H.O. 5485, has at least one deep-sea contour depth now known to be wrong.

Another chart shows a deep of 5771 fathoms in the Japan Trench, a mistake by *uss Ramapo* (AO 12) similar to the spurious values recorded by the cruiser *Emden*. The figure is wrong, but therein lies the tale of the discovery of the *Ramapo* Deep. . . .

Few ships have made so important a contribution to hydrographic

knowledge as has the venerable oiler *Ramapo*. Now decommissioned and stricken from the list of naval vessels, *Ramapo* was skipped by a series of captains who either were interested in oceanic soundings before they arrived on board, or they became absorbed in the work of previous skippers and continued it.

For a tanker assigned to the typically unglorious and unglamorous task of plodding to and fro across the reaches of the Pacific, *Ramapo* made quite a name for herself in her 11 years of spare-time soundings.

Beginning in 1929, the oiler made 65 trips across the North Pacific, between West Coast ports and Navy stations to the westward. While the floor of the North Pacific was but little known in 1929, *Ramapo* by 1940 had provided depth readings for great areas of unrecorded expanses. For the multitude of graphs and charts she shipped to the Hydrographic Office, she earned in return the grateful acknowledgment of Navy hydrographers for being the only non-survey vessel to contribute deep-sea soundings on such a large scale.

One of the oiler's skippers even mapped the bottom of the North Pacific in relief contours, and today most of the figures on H.O. charts were furnished by the oiler. It was a good start on an immense task.

The Japan Trench was a special delight to the oiler's free-lance pursuits, and at various times she succeeded in moving up and down the entire length of the 500-mile trench. Maximum deep recorded by *Ramapo*, using the old non-directional type of sounding gear, was 5673 fathoms, second only today to the *Cape Johnson* Deep of 5741 fathoms.

Even with the non-directional gear, *Ramapo's* soundings of the Japan Trench seem to bear out well under the scrutiny of scientists, except for the previously mentioned spurious value of 5771 fathoms. This they figure to be definitely wrong.

Like the Mindanao Trench, however, Japan Trench has never been sounded adequately enough to persuade Navy hydrographers that deeper depths are not to be found there. *Ramapo* is the only ship to reliably sound the Japan Trench, except for some possible work by the Japanese, which, if it were reliable, has never come to the attention of the Hydrographic Office of the U. S. Navy.

Third highest ranking record depth

was the one found in 1899 off Guam by *uss Nero*, a piano wire recording of 5629 fathoms made while trying to find the best path for the laying of the Pacific cable. Unlike the other two trenches, however, the Marianas Trench is considered by the Navy's hydrographers to have little possibility of depths greater than 5629 fathoms. That figure has been checked many times.

If there is a deeper record depth yet to be found, now is a time highly suitable for some vessel to make that discovery, for these reasons:

- Practically all Navy vessels have excellent sounding equipment not available for deep-sea work until recently. The directional, high frequency echo gear has been furnished to nearly all warships, from carriers to destroyer escorts, and to the larger auxiliary ships.

- Further, the Navy encourages skippers to go out of their way, without reason, to make soundings in so-called "holiday areas" where depth soundings are inadequate on present charts.

Numerous regulations back this point. "When practical," says Pacific Fleet Letter 55L-47, "explore any unusual bottom feature, such as canyons, peaks and ridges discovered in connection with sounding operations." A similar message for Atlantic Fleet vessels is found in Atlantic Fleet Letter 16L-48.

Navy Regs, 1948, points out in Article 0755 that, "When in waters where soundings or other data are sparsely shown on charts, the commanding officer shall, when practicable, run lines of sounding over the area. All data obtained, including

the original computations, the soundings taken, the traverses made, the charts constructed, and other pertinent information, shall be forwarded direct to the Hydrographic Office."

Above and beyond these directives, a sort of special spur is being provided this year by the Hydrographic Office. Publication of new sounding procedures is being made on the backs of every issue of pilot charts for each ocean during the current year. "Sonic Soundings," as the information is entitled, appeared on the first pilot chart in May 1950, and will continue on other pilot charts throughout the year. In this manner, all Navy and Merchant Marine ships will receive several copies.

At present some 50,000 miles of ocean bottom are being recorded and sent to the Navy Hydrographic Office in Suitland, Md., each month by naval and merchant marine vessels. This is not enough for hydrographers culling through the material for usable information. At one time since the end of the war, they point out, Hydrographic was receiving as high as 175,000 miles per month, and they feel now that some ships either are not taking continuous soundings while underway or are not sending in their charts and sounding tracks.

On the brighter side is the work being done by personnel really interested in deep-sea soundings. Hydrographers point to two storeships as an example of what can be done.

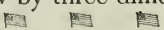
One of them, *uss Alstede* (AF 48), sent in a sounding run of many hundreds of miles of previously inadequately charted areas, starting at Wake and continuing in a westerly direction. The other, *uss Kerstin* (AF

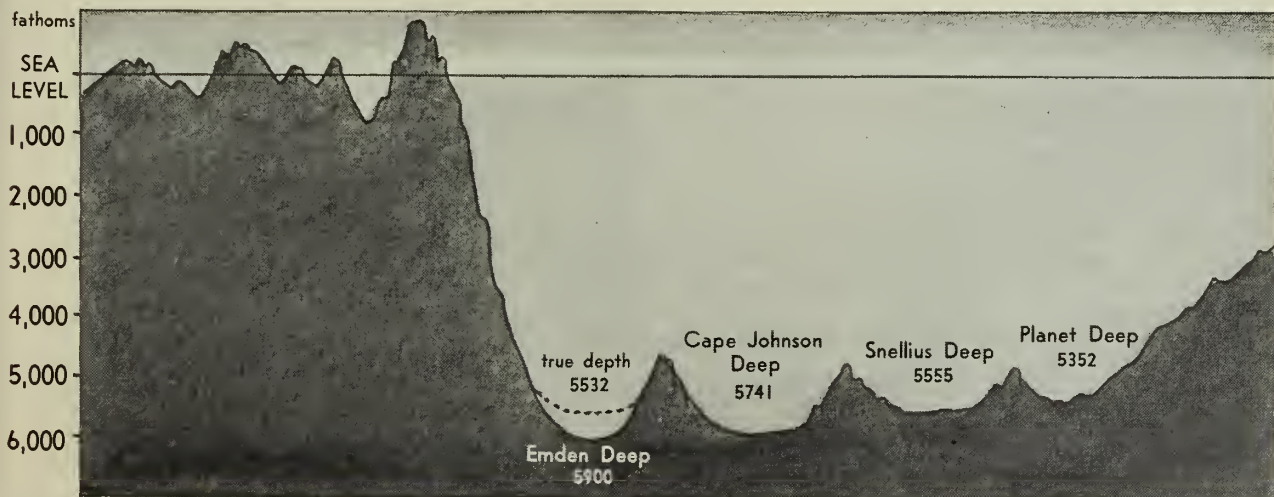
34), traversed the Marianas Trench in a spot never sounded before, recording a depth of 4122 fathoms. Many other ships also have contributed noteworthy information in the past few years, largely the product of work by skippers, navigators and quartermasters.

Under the best conditions, the high frequency sounding gear can record depths up to 6000 fathoms and possibly higher, but from 4000 and deeper, the operator must take the recording of the time interval by earphone. The automatic recorder will not register above 4000 fathoms, but the manual of operation for the echo sounder will provide the information necessary. Further information and guidance, if needed, may be had by writing to The Hydrographer, U. S. Navy Hydrographic Office, Suitland, Md.

To sound the deepest of the deeps, the operator must turn off the gear after one impulse and wait for its return, or he can send out a single impulse first and then three "marker" impulses in succession to distinguish the one that counts.

When the time interval reaches 15 seconds, the ship is in the neighborhood of whatever fame a recording of 6000 fathoms may bring — which could be considerable. Not that any such depth is there to be found, however. No one really knows.

Whatever may be found by the Navy's free-lance survey ships, there's always more to look for on those long trips underway. Hydrographers like to point out that five-sevenths of the face of the earth is sea, and that's a lot of space to know by three-dimensional standards. 



DEPTHS of some of the world's deepest deeps are shown by graph. Broken line indicates corrected *Emden Deep*.

THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

• **FLEET COMPETITION** — The Navy will announce this year's winners of the fleet battle competition some time around 1 August. Winners of the Marjorie Sterrett Award will be announced at the same time. Annual competition for these awards is conducted from 1 July to 1 July.

Annually, about 15 July, each type commander recommends up to 10 per cent of his units for the battle efficiency pennant. These nominations go to the Chief of Naval Operations via fleet commanders. In most cases, the Chief of Naval Operations concurs with these recommendations and approves them. From among the winners, CNO selects one unit from the Atlantic Fleet and one from the Pacific Fleet for the Marjorie Sterrett Award. A different type vessel is selected each year. This year, selection will be made from vessels administered under the submarine type commanders.

In line with the postwar policy, the battle efficiency pennant will be awarded for overall ship performance. The earlier custom of giving awards to individual departments aboard ship was abandoned in the interest of greater unity and coordina-

tion. The battle efficiency award includes a certain amount of prize money for enlisted men. Ships and aircraft squadrons winning the pennant will be authorized to display it. Enlisted men who receive prize money will be eligible to wear the "E" on their jumper sleeves. The Marjorie Sterrett Award includes a sum of money which is administered, much as is the welfare fund, for the entertainment and welfare of the crew.

Winning units will be announced by dispatch. For names of the 65 ships and 13 aircraft squadrons which won the battle efficiency pennant in 1949, see *ALL HANDS*, September 1949 (p. 52).

• **GEOGRAPHICAL LOCATION** — Officers being detached from shipboard should check to make certain that the geographical location of their ship is specified in the detachment endorsement on their orders.

Unless the location is in the endorsement, disbursing officers will have difficulty processing travel claims, and the unnecessary work caused by the omission results in delay and inconvenience to the de-

tached officer as well as the person handling the disbursement.

Many cases of omission have been noted in the past, although BuPers Circ. Ltr. 55-49 (AS&SL, January-June 1949) specifically points out that the vessel's geographical location when in a continental port should be placed in the date line of all reporting and detachment endorsements.

Besides being used in computing travel claims, the geographical location is necessary for computing travel time and delay to count as leave, and to reduce the delay in submitting forms for the officer's leave record.

• **DECORATIONS** — Additional recommendations may now be made for the award of certain decorations earned by sailors and Marines during World War II.

Congress has granted an extension of time for the awarding of the following medals: Medal of Honor, Navy Cross, Distinguished Service Medal, Silver Star Medal and Navy and Marine Corps Medal.

Recommendations are based on extraordinary duty performed during the period 7 Dec 1941 to 2 Sept 1945. The extended deadline for submission of these recommendations is 3 May 1951.

Recommendations shall be submitted in accordance with Bureau of Naval Personnel Manual, Art. C-8101. The new deadline was announced in *Alnav* 50-50 (NDB, 30 May 1950).

Retiring Chief Leaves Behind Long List of Useful Inventions

Although Carl H. Jolly, ADC, USN, has retired after 30 years of active service, it's not likely the Navy will soon forget him. The veteran CPO left behind him several inventions and innovations that will be in use for many years.

During his service career, Jolly established himself as a prolific inventor, and several of his products are now standard Navy equipment. Many of his labor and time-saving devices were designed in his spare time. Most of his inventions he gladly turned over to the Navy, which paid him the standard rate — one dollar.

As early as 1928 Jolly came up with his first invention. It was a tail hook with a pilot's release and re-

tracting mechanism for carrier planes, designed to speed up the interval of aircraft landings. In 1933 he invented the first fully automatic aircraft turret with the now conventional pistol grip control.

The Secretary of the Navy gave Chief Jolly full credit for the invention of the Tiny Tim Rocket Launcher.

Some of Jolly's other inventions: a crash dolly, an emergency arresting device for carrier planes, the

first cockpit remote-arming device which makes possible arming of bombs in flight by the pilot, a bomb fuse, an anti-mine sweeping device, and collapsible wheel chocks.

To Chief Jolly, "retiring" doesn't mean settling down on a chicken ranch, or leisurely spending the rest of his life hunting and fishing. Having completed one career, he is now energetically getting started on another. Jolly intends to establish a novelty advertising business in Ventura County, Calif., where he will design, manufacture and distribute mechanical advertisement displays.

Jolly was piped over the side at Naval Air Missile Test Center, Point Muga, Calif. — Ralph M. Keeney, ALC, USN.



C. H. Jolly, ADC

QUIZ AWEIGH

• **BAQ FOR PARENTS**—Dependent parents of Navy men on sea duty must live with their son at his home port or home yard if he is to be eligible to collect increased quarters allowance (BAQ) for them.

The Career Compensation Act states that dependent parents "must actually reside in the household" of their son. In a further clarification, the Comptroller General states that this means that parents must live with the Navy man at his permanent station, i.e. his home port or home yard when he is on sea duty.

Most Navy ships return to a home port in the continental U. S. after each voyage or operation at sea. There are, however, several ships which operate from home ports overseas, for example, Plymouth, England.

"Although it may be inconvenient or impossible for some parents to accompany the member on a change of permanent station . . . the language of the statute leaves no doubt that increased quarters allowance cannot be paid unless the parent actually resides in the member's household," the Comptroller General states. (Alnav 40, NDB, 30 Apr 1950).

• **TAX DEDUCTIONS**—Volunteer Naval Reservists may deduct traveling and other expenses if they are required to travel away from their principal place of business or employment and to remain away overnight in connection with attending drills.

A new ruling by the Deputy Commissioner of Internal Revenue states that all expenses for the trip—including transportation, meals and lodging—may be deducted in computing adjusted gross income. This pertains to all Volunteer Naval Reserve personnel who attend drills under competent orders, with or without pay.

The term "under competent orders" refers to Volunteer Reservists assigned as members of volunteer drilling units or associated with organized drilling units which are officially approved by district commandants or the Chief of Naval Air Training.

In the event the Reservist receives a non-taxable allowance to cover his expenses, he is entitled to a deduction only to the extent that his expenses exceed the allowance.

A previous ruling by the Bureau of Internal Revenue, dated 13 Sept 1949, provided that Organized Naval Reservists receiving pay for their

drills may deduct travel expenses in computing income taxes. The new ruling covers many additional personnel of the Volunteer Reserve, and the stipulation of having to receive pay for the drills no longer pertains.

• **PLANE TRANSPORTATION**—Many personnel going to or from overseas points on leave in the future will not be able to get transportation on a Military Air Transport Service (MATS) plane.

This is because the space available for personnel on leave (Class 4 priority) has been decreased. Thus there is no guarantee that a person with a Class 4 priority will find a seat waiting for him when the plane takes off.

As a result of this tightening up on space available for lowest priority travel via MATS, the Bureau of Naval Personnel recommends that officers and enlisted personnel contemplating travel to points outside the continental limits of the U. S. go by government surface transportation or commercial air, if available.

MATS travel *within* the U. S. has also undergone a big change. Hereafter, the only chance you will have to get a MATS "hop" within the U. S. will be to be assigned space on one of MATS's trunk-line cargo planes—all passenger flights have been cancelled.

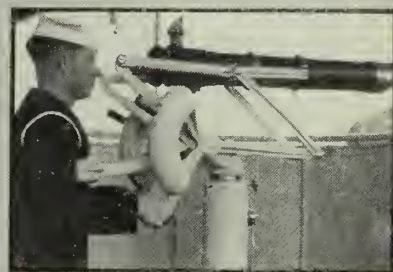
• **PAY FOR "FROGMEN"**—Underwater demolition men who have been wondering whether they are entitled to hazardous duty pay may soon have their answer.

A recommendation that UDT men be included under hazardous duty pay provisions of the Career Compensation Act has been made by the Defense Department to the President.

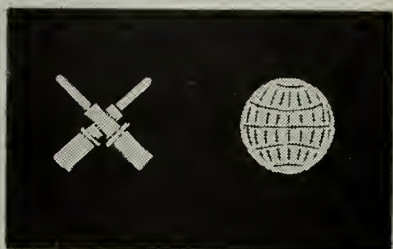
The recommendation was included in a draft of an executive order which is in the process of being written and which will clarify all hazardous duty pay provisions under the Act. (For a complete summary of hazardous duty pay to date, see ALL HANDS, June 1950, p. 46-48.)

Notwithstanding the fact that there are certain Navy frogmen who now get special pay for diving duty, underwater demolition men have never been entitled to additional pay for their difficult duties.

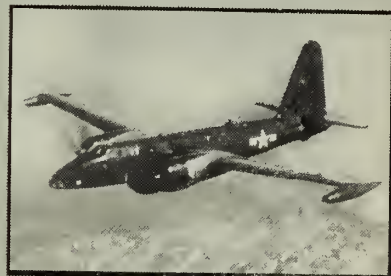
If the executive order is signed in its present form, UDT men will get the additional pay for the first time.



1. The instrument being used by the above bluejacket is (a) theodolite (b) non-electronic emergency rangefinder (c) telescope.
2. It is used (a) on the signal bridge (b) when regular rangefinders are out of action (c) to take bearings on approaching ships and identify them as friend or foe.



3. The specialty marks denote, left to right (a) GM and EN (b) FN and EM (c) GM and EM.
4. Of two chiefs wearing the specialty marks, the rate at the left is senior (a) at all times (b) if chief on left makes pay grade 7 first (c) if chief on left rates gold stripes and other does not.



5. Newest version of famous Navy long-range patrol bomber this is the P2V-4 (a) Poseidon (b) Neptune (c) Privateer.
6. This plane's primary function is (a) as bomber flying from heavy carriers (b) strategic bombing (c) destruction of enemy snorkel-type submarines.

ANSWERS TO QUIZ ON PAGE 53



INTERESTING Cherbourg, rich in traditions and culture of France, is a favorite liberty port with American sailors.

Cherbourg: Picturesque Liberty Port

CHERBOURG, France is a favorite liberty port for American sailors in Europe.

Should your ship pull into Cherbourg soon — moving slowly through the blue-gray mist which overhangs the city in the early morning like a dewy blanket—you will find a unique charm and a warm welcome awaiting you.

This picturesque port of Old France, which is nestled comfortably in a hollow in the hills of the Cotentin Peninsula in the northwest part of France, faces England across the English Channel to the north and the whole continent of Europe over the rolling hills to the south. It has a rough-cut Old World flavor.

Here, only a few short miles from the landing beaches where American soldiers and sailors fought their way ashore in the D-Day landings in World War II, the bluejacket on lib-

erty may now stroll leisurely through the narrow, cobblestoned streets, sample the delicious French wine or pick up a bargain in sweet-smelling perfume.

Although Cherbourg suffered some damage from bombing and from artillery fire during the war, the city has recovered much of its former character.

The intriguing sidewalk cafes have been given a new coat of paint and the proprietors hang many-colored bunting out over the street to invite you to come inside. Comely French girls pause in their housework to smile from the wide windows of their stucco houses at passers-by in the street. Small French and larger English and American cars crowd the streets, drivers honking their horns and swearing good-naturedly at each other.

Cherbourg does not have a big har-

bor by American standards but it is ample to hold huge ships like *USS Missouri* and *Queen Elizabeth* or *Queen Mary*. As a matter of fact, *Missouri*, the biggest warship in the world, and *Queen Elizabeth*, the biggest passenger ship in the world, have lain to in Cherbourg's harbor at the same time.

It is an artificial harbor ringed by two great "moles" or breakwaters to protect ships from the lashing waves of the Channel which is whipped up by frequent storms.

If you should come into the harbor in a ship such as *Missouri*, or a cruiser or a carrier, the chances are that you will anchor out in the harbor just off the inner mole. Here you will be within easy reach of the city by liberty boat. Should you visit Cherbourg in a ship the size of a destroyer or smaller, you may go into a berth either at the Military Port or at the

Maritime Dock (*Quai Maritime*). The *quai* is on the outskirts of the city.

The Military Port was hard hit by Allied bombs since the Nazis had built there tremendous reinforced concrete submarine pens in which to house part of the large fleet of U-boats they used to harass shipping in the Atlantic. Only jagged remains of these once-great pens are now left and French destroyers tie up where Nazi subs used to berth.

A few blocks' walk from either the Military Port or the *Quai Maritime* will bring you to the heart of Cherbourg. Near the boat landing at the *Quai* stands the U. S. consulate. You can tell it by the big American flag that waves outside. If you have any questions, ask them here. American officials will be glad to lend a helping hand.

In your walks around Cherbourg, here are a few of the other sights that you shouldn't miss:

- *Place Napoleon* — This is a broad square facing the Cherbourg waterfront. In the center, surrounded by iron grillwork, there is an impressive statue of Napoleon astride his snorting horse, his arm pointing out to sea. Legend says that he is saying "On to England," directing his forces to invade England. Although the invasion fleet was built, Napoleon and his armies never quite made it.

- *Fort du Roule* — This is an old fort high atop a hill near town. Here the Nazis built subterranean tunnels and mounted heavy siege guns with which they tried to repel the Allied invasion. They were unsuccessful, however, and the Americans overran the fort and liberated Cherbourg. From this vantage point you can get an excellent glimpse of the city below.

- *Basilica of the Holy Trinity* — Close to the *Place Napoleon*, this is the oldest of the churches in Cherbourg. It dates back to the 6th Century (that's the 500's A.D.). Go inside and look at the bas reliefs carved into the high stone walls of this old church.

- *Place de Gaulle* — In the daytime, this big square in the center of town is the main market place of Cherbourg, alive with farmers and farm wives from the nearby countryside selling their fresh fruit and vegetables to Cherbourg housewives. In the evening, the square undergoes a big change and becomes the social center of the city, bright with strings



COMELY MADEMOISELLE passes the time of day with sailors on liberty in Cherbourg from USS *Missouri*. Hairdresser's shop is in the background.

of colored lights and loud with provincial music and folk dances. Ice cream salesmen (*glaciers*) wind their way through the happy crowds. On one edge of *Place de Gaulle* stands the *Opera*, the scene of operas and plays.

- *Curio shops* — Sandwiched in along the crowded waterfront streets, these little shops sell everything from postcards to bandanas, from ash trays to artistic ornamental birds carved

from the horn of an African animal. Postcards are the best bargain in these shops.

- *Sidewalk cafes* — These *cafes*, as they are known, are as much a part of the local scene to a Frenchman as the corner drugstore in your hometown is to you and every other American. The French like nothing better than to sit down with a cool glass of wine at a *cafe* and while away a few minutes with friends. One of the



STREET VENDOR in Cherbourg sells two sailors from USS *Bauer* (DM 26) dishes of sherbert — the popular French equivalent of our ice cream cone.



MONUMENTS in Cherbourg include one in memory of fallen soldiers and sailors (left) and one of Napoleon.

cheapest refreshments is white wine (*vin blanc*). You should have little trouble ordering it—most waiters speak excellent English.

- Querqueville bathing beach—A few miles ride from town on a bumpy Toonerville-like trolley takes you to the beach. During the summer months, half of Cherbourg finds its way out here daily for a quick dip. If you want a swim, by all means get it here rather than at the beach you will see right off the *Place Napoleon*.

- Utah and Omaha Beach—Up the coast lie these two famous D-Day beaches, the scenes of the Normandy landings. There's not much left there now except the bright sands and a few mouldering hulks of landing craft and the row of old cargo ships used to form a breakwater. A sight-seeing bus runs out here frequently.

By the time you have walked up and down all these cobblestoned streets in Cherbourg and taken a couple trips to outlying points you will probably be thirsty and hungry. Where should you stop for a meal?

Although the food in most Cherbourg cafes is good, it's a better idea when looking for a place to eat to choose one of the larger restaurants or hotels. Here you will get a meal, cooked as only the French can cook it. There are several good restaurants and hotels between *Place Napoleon* and *Place de Gaulle*.

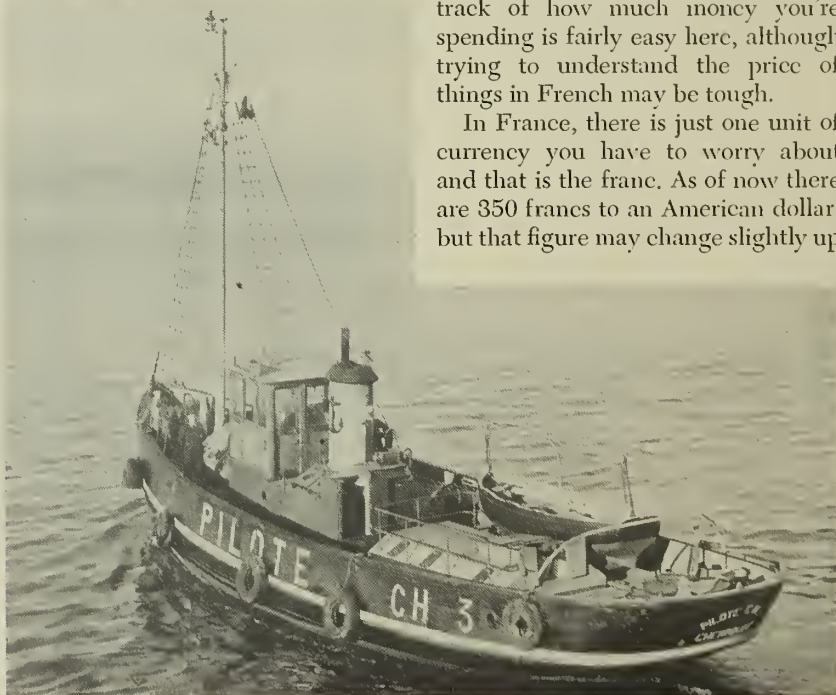
A steaming, full-course meal should cost no more than \$1.25 in our money. A tip: unless you are used to the

French coffee (which is made with chicory), you had better order red wine (*vin rouge*) or white wine (if you should have fish). The fish, incidentally, is very good. It's one of the main products of Cherbourg and fresh fish are brought to market every day. Also, try some of the famous Normandy cheese (*fromage*)—take your choice from many kinds.

In eating or drinking in Cherbourg, here's a warning to keep in mind: Never drink tap water—it is probably polluted. If you want water with your meal rather than wine, ask the waiter to bring you Vichy water (*l'eau Vichy*, sparkling water) or *Evain* or *Vittel*, purified water. It will come to your table in a bottle just like a drink.

When the waiter brings the check, you will come face to face with the money situation in France. Keeping track of how much money you're spending is fairly easy here, although trying to understand the price of things in French may be tough.

In France, there is just one unit of currency you have to worry about and that is the franc. As of now there are 350 francs to an American dollar, but that figure may change slightly up



QUAINT pilot boats meet all incoming ships and guide them into Cherbourg's two protected harbors safe from the lashing waves of the channel.

or down by the time you read this. Your disbursing officer, however, will let you know how many francs your dollar is worth before you go ashore and will change any amount of money you want into francs for you.

Francs come in many different denominations (5, 10, 20, 50, 100 and so on) so you will have little trouble making the proper change when you need it. But it won't take much shopping before you will find yourself with a wad of French francs as big as your fist.

To figure how much a thing costs in American money, take the price in francs and divide it by roughly 350. The answer will be the number of dollars it is selling for. In this way, a bottle of perfume selling for 3,500 francs is actually selling for 3,500 divided by 350, or \$10.

Perfume, incidentally, is the best bargain you can find in Cherbourg or anywhere else in France. If you come back to the States without a bottle or two of this famous perfume, your sweetheart or wife or mother will probably turn you out of the house!

Other items that you will see in the sparkling shop windows that may catch your eye—beautiful native dolls dressed in intricately woven costumes . . . bronze vases pounded to shape from old shell casings . . . rugs woven in gay colors . . . inexpensive but real badger shaving brushes . . . silk scarves for the girl friend . . . dainty lace cloth . . . provincial pottery . . . artificial flowers for dress-making . . . and perfumed soap. Many of these items you will see too in the Cherbourg branch of *Galleries Lafayette*, one of France's largest department stores.

It may not be the easiest thing in the world to get the pretty French girl behind the counter to understand what you want. As a result, shopping sometimes presents a problem. If you're smart, however, you will solve the problem by learning some conversational French before you get to Cherbourg. Ask your education officer if he doesn't have one of those little books on how to speak French in several easy lessons. It will be a big help.

A final tip for the visitor: When in Cherbourg do as the natives do. Cherbourg people are a happy people and they will welcome you if you respect their customs and join in their good times. 🇫🇷 🇫🇷 🇫🇷



PAINTING of Stephen Decatur's capture of Tripolitan gunboat is pointed out by an official at the recently opened Truxtun-Decatur Naval Museum.

Naval Museum Opens Series of Exhibits

The Truxtun-Decatur Naval Museum is now open to the public and the first of its exhibitions is on view on its walls and in its show-cases.

Subject of the present display at the new naval museum is "Commodores Thomas Truxtun and Stephen Decatur and the Navy of their Time." Arranged chronologically are 100 items telling the story of these two officers and of the Navy of the period 1775 to 1815. These items include paintings, prints, manuscripts, silver swords, uniforms and similar objects. About 1 Oct 1950, the entire exhibit will be changed. Other new exhibits will appear at intervals of three or four months.

The Truxtun-Decatur Naval Museum is located at 1610 H St. NW, Washington, D. C., in the former carriage house of Decatur House. Decatur House is the home built by Stephen Decatur for his wife and himself in 1819. The Naval Historical Foundation has leased the carriage house for a period of 50 years. The Foundation owns some exhibits which will be shown there and borrows others as required, from other museums and private collections.

Thomas Truxtun and Stephen Decatur lived during a crucial time in America's history—Truxtun from 1755 to 1822, and Decatur from 1779 to 1820. Both contributed

much to the young Navy and established traditions which still live. Truxtun was the technical leader, bringing organization, training and scientific tactics to the infant fighting force. Dash and inspiration in leadership was Decatur's contribution.

The Naval Historical Foundation is a private non-profit organization, with no official connection with the U. S. Navy. It was founded in 1926 to collect and preserve paintings, relics and manuscripts pertaining to the naval services and nautical history in general. The purpose behind this effort is to interest the public in U. S. sea power. Any interested person can become a member of the Foundation. An active membership carries an annual fee of \$5. Dues for "sustaining memberships" or fellowships are somewhat higher.

Coming exhibits at the museum will cover many subjects related to U. S. sea power. Some of the fields to be represented in exhibits are history of the Navy, Marine Corps and Coast Guard; shipbuilding, exploration, foreign trade, yachting, whaling and merchant shipping.

The Truxtun-Decatur Naval Museum is open from 1200 to 1730, Tuesdays to Fridays; 1030 to 1630 on Saturdays; and 1430 to 1730 on Sundays. It is closed on Mondays. There is no charge for admittance.

Presidential Yacht



GLEAMING white, a rainbow of flags from stem to stern, presidential yacht, USS *Williamsburg* lays to in full dress.

SHE WAS a small ship, as Navy ships go. Maybe 1,900 tons, with a load of fuel and supplies aboard . . . less than 255 feet in length; only 39 feet in beam. She wasn't making any speed record — 12 knots or thereabouts on the average. She was a friendly ship; no enemy aliens aboard, no secret weapons. Yet, as she moved down the Potomac River to Chesapeake Bay and down the bay to the Atlantic, Mr. and Mrs. America were informed of almost every nautical mile she covered.

It was foggy in Hampton Roads when the ship arrived at that point, the papers said. The radio commentators stated that later, off Cape Hatteras, there was a bit of a chop. Abreast of Jacksonville the sea was calm and the sun was shining when the ship sailed past that point, 10,000 news items declared.

The reason why millions followed the course of this one small and rather ordinary-looking ship with such interest is, of course, that she was no ordinary ship at all. She was the presidential yacht USS *Williamsburg* (AGC 369), and the President and his party were aboard.

Now, few people aboard *Williamsburg* consider the presidential yacht unusual duty. Nor do they think of

themselves as unusual people because of their association with the nation's most important citizen. They think of their ship as most other U. S. Navymen think of *theirs* — as a home (full-time or part-time); as a place of employment, a little different from a civilian's place of employment; as a personality with qualities of virtue and lack thereof. As for the men themselves, their distinguishing qualities were theirs before they went aboard AGC 369.

Still, to most people, including those in the Navy, *Williamsburg* is more than just another ship. And rightly so. . . .

It was back in 1931 that the vessel now named *Williamsburg* first tasted salt water. It was cold water, for the ship was built and launched in Bath, Maine. She was a private yacht at first, and named *Aras* — the name of the owner's wife, spelled backward. *Aras* traveled quite a few miles in the next 10 years, taking the owner and his family and friends on many pleas-

ant cruises in the Atlantic and the Caribbean.

In the spring of 1941, *Aras* was acquired by the Navy and converted to a gunboat. Two 3-inch 50-caliber dual purpose guns were installed, and toward the end of the year she departed for Reykjavik, Iceland. Until 17 May 1942, *Williamsburg* served as station ship there, and afterward served as a patrol vessel in convoy escort groups around Iceland. From February 1943 to July 1945, the ship was flagship of Fleet Operational Training Command, Atlantic Fleet.

Then, in November 1945, *Williamsburg* became the presidential yacht — the fifth presidential yacht in U. S. history. The end of her gunboat days brought an end, naturally enough, to her gun-carrying. Ask about armament aboard her today, and someone will point in a droll manner at the .45 automatic carried by the quartermaster of the watch.

Only one man remains in the ship's crew who was aboard in November 1945. Still, the turnover of personnel on the ship is not rapid. The executive officer points out that almost all petty officers and a very large percentage of non-rated men reenlist aboard *Williamsburg* when their enlistments expire — a far greater per-

Where a Seaman Apprentice
May Exchange a Few
Words With Harry S. Truman

centage than aboard any other ship in the Navy.

Williamsburg's first trip as a presidential yacht was to Bermuda. Other trips have taken her to Charleston, Miami, Key West, Havana, San Juan and several ports of the West Indies. During the President's stay at the "Little White House" at Key West, the ship usually serves as quarters for some of the guests, among its other duties. There, as anywhere away from Washington, *Williamsburg's* rather elaborate communication equipment serves the purpose for which it was installed — instant and sometimes constant contact with other communication centers, particularly with Navy headquarters in Washington.

Williamsburg makes many short weekend trips in the waters neighboring Washington — down the Potomac, in Chesapeake Bay, up the Delaware River. Crewmen tell of one period when the ship was away from its Naval Gun Factory pier during nine consecutive weekends. But few, if any, of the crew requested a transfer — at least among those who know good sea duty when they see it.

Still, occasionally one of the younger sailors will get itchy feet. He'll hear from a friend in the Mediterranean or in the far Pacific, and discover a yearning in his heart for wider travel. Replacements are a trifle more of a problem than in other ships. Men assigned to duty aboard *Williamsburg* must be a notch or two above run-of-the-mill.

"What we like," the executive officer says, "is a man who can go ahead and do any job you give him, or will come around and admit that he can't do it." The appearance of the ship, by the way, would indicate that each man is almost always able to do the job assigned to him.

The men have to be consistently neat, consistently "on their toes." The President may, at any time when he is aboard, stop beside a man at work and pass the time of day — and often does. A certain amount of poise and personality is of value upon such occasions. Officers, too, of course, are outstanding Navymen. *Williamsburg's* skipper, due to his war record — particularly as CO of the destroyer *uss O'Bannon* (DD 450) — is one of the most decorated officers in the Navy. This officer, Commander Donald J. MacDonald, usn, is authorized to wear the following medals: The



SMILING and healthy, President leaves yacht. Behind him is CDR MacDonald, CO. At left is RADM Robert L. Dennison, the President's naval aide.



MANNING THE RAIL, as the ship's bell tolls, hand-picked crew smartly renders the traditional honors as *USS Williamsburg* passes Mount Vernon.



ESCORTING USS *Williamsburg* on a recent trip, USS *William C. Lawe* draws abeam to furnish close-up shots to photographers and newsmen aboard.

Navy Cross with gold star for second award, the Silver Star Medal with two gold stars for second and third awards, the Legion of Merit with gold star for second award, the Commendation Ribbon, the Presidential Unit Citation awarded to O'Bannon, the American Defense Service Medal, the Asiatic-Pacific Area Campaign Medal with five stars, the American Area Campaign Medal, the Euro-

pean-African-Middle Eastern Area Campaign Medal, and the World War II Victory Medal.

While the turnover in personnel is slow, *Williamsburg's* personnel officer is always on the lookout for replacements who can fill the bill. Requests can be forwarded to the Chief of Naval Personnel (Attn: Pers-B211) via the chain of command. For those who are assigned to *Williamsburg* for

duty, the basic requirements are exemplary conduct record, careful and reliable work and much attention to duty. As in the past, one of the rewards there will be some very fine fishing. "On our last trip south," one CPO said, "we caught almost every kind of fish to be found in Florida waters. Our cooks will cook 'em, too."

Well, what of the ship itself? What sort of packet is this *Williamsburg*, aside from being about the size of a small destroyer?

Suppose you're approaching the yacht at her pier at the Naval Gun Factory, beside the Anacostia River at Washington, D. C. The first thing you would notice would be the gleaming white color of the hull. The second thing might be the sparkle of brass and chromium brightwork, and the third the rich red-brown color of varnished wood.

The ship's graceful overhanging fantail would be toward you, more than likely, so that departure can be made without the trouble of turning. If, by chance, her bow is toward you, you will see — perhaps with a tinge of disappointment — that it isn't the sweeping clipper-type bow which most yachtsmen love. It's as vertical and unglamorous as the cutwater of any freighter ever built.

The pierhead has a sign on it which instructs unauthorized persons to make themselves scarce—in politer words than that. But, shucks, you're authorized. So — up the gangplank with you, and salute the quarterdeck. You're saluted in return, and glance to right and left. Was there ever such a spotless ship — such pure and unsoiled decks, such gleaming metal? At the bulwark, further aft, a couple of seamen are engaged in the sailor's eternal fight against rust. No spot of paint touches the faultless planking or the brightwork as the brushes do their job.

Still, "spit and polish" aren't evident to a painful degree. The sailors doing the painting are in dungarees. Their attitudes and actions don't reveal any undue tension. From the quarters below come sounds of muffled merriment. It's a normally happy ship.

Seldom do the members of the ship's company as a whole get a glimpse into the guest quarters which occupy most of the area above the main deck. When they do, they see signs of comfort which, in this degree, are just about unique aboard a



SWIMMING parties for the crew often highlight *Williamsburg's* week end cruises down the Potomac. The President is a frequent and jovial spectator.

ship of the U. S. Navy — blue-carpeted passageways, fine furnishings, mirrors, paintings.

Seldom as they may see it, they all know the general layout, however. There are the President's room, the First Lady's room, one of the two lounges, all on the second deck up; the dining room, the four guest rooms, the other lounge, on the main deck level. It's nice — mighty nice. Right up with what you would find in a top-flight Washington or New York hotel or aboard the *Queen Mary*. Still, it's no Arabian Nights layout, any more than the White House is. No diamond-studded doorknobs. And the air conditioning is really air *cooling*, with the conditioning otherwise left to nature.

Below decks is the usual arrangement, with some variations. Well forward are the CPO quarters, with the wardroom country just aft of them. Aft of the officers' quarters you will find the crew's quarters. Some repair shops are on this level also. Below are such things as the boss's locker,

refrigeration spaces, the engine room.

In the engine room are two Winton diesels which are as nearly unique as anything else on the ship. For a long time, the head enlisted man in the engine room — also, incidentally, the ship's senior plank-owner — thought that they were the only ones of their kind in existence. Recently, he says, he has learned that there are a couple of others installed in a fruit boat in the Caribbean. They're eight-cylinder jobs, four cycle, which would make them some relation to any "straight eight" automobile engine. Each of the two can produce 1,100 horsepower and is 20 years old. Neither has given any cause for doubt as to its dependability.

A matter of great pride to *Williamsburg* personnel is the way they keep the ship in top shape without normally frequent trips to a shipyard. According to present schedules, she will have been out on her own for two straight years by the next time she is again touched by an outside workman. A skilled and conscientious

ship's company is the explanation. Consideration for the taxpayers is one of the reasons.

Williamsburg is run like any other Navy ship administratively. She is run very much like a destroyer, in fact. Like the skipper, some of the other officers are destroyer officers, and they find destroyer procedures well suited to the small ship. The complement, by the way, is less than half that of a destroyer. Men assigned to the ship gain experience and training which will be valuable wherever else they go during their careers.

And think of the tales they will be able to tell their grandchildren! "Yes, lad — this was back in '50. . . . We'd anchored overnight just off Piney Point. I was at the throttle of the anchor engine, heavin' in the hook just about daylight. Out of the corner of my eye I caught a half-familiar shape at my elbow. I looked around, and there was the President of the U. S. 'A good morning to you, son,' he says. . . ." — H. O. Austin, JOC, USN.

Drifting Derelict Awakens Fleeting Dreams of Prize Money

Ever think you'd like to own a 100-foot diesel powered yacht? Some members of the Navy found one a while back. They didn't have it long, though. Took it back where it came from.

Quite a few sailors were in on the yacht-finding episode. Three ships were involved — the heavy cruiser *uss Newport News* (CA 148) and the destroyers *uss George K. MacKenzie* (DD 836) and *uss Ernest G. Small* (DD 838). Lookouts on these ships, scanning the sea, four hours out of Tripoli, saw a grey yacht wallowing in the choppy sea. *MacKenzie* altered course, assembled a boarding party, and moved to the derelict's vicinity.

Reading the words printed on the yacht's counter, *MacKenzie* men learned that she was *Imperia*, out of Southampton. Since nobody showed up aboard the yacht, *MacKenzie's* eight-man boarding party went over in a whaleboat to have a look-see.

The boarding party found *Imperia* attractively fitted out, but unmanned. The wardroom contained large glass mirrors, fine brasswork and a waist-high marble-decked fireplace. A full set of navigational charts, signal flags and British sailing publications were found, but no people and no indication as to what people may have owned the ship. Shortly thereafter, *MacKenzie* took *Imperia* in tow and set a course for Tripoli. At the harbor's entrance, the ships were met by the American vice consul who helped clear up the mystery. It turned out that the ex-Dutch and ex-British vessel was now the property of a Greek merchant.

While being towed to Malta for overhaul, *Imperia* and her tug had encountered a gale. Things had reached the point where both tug and yacht were considered to be

in danger of swamping. Everybody had moved aboard the tug, cast loose the tow, and proceeded to a safe anchorage.

Members of the boarding party had dollar signs dancing in their minds for a little while, brought on by fleeting dreams of "prize money." These faded as *MacKenzie's* sea lawyers got into action. "No prize money" was the verdict. Not even a yacht of one's own. — William James Miller, QMC, USN.



DERELICT yacht *Imperia* is taken under tow by *George K. MacKenzie*. In Tripoli, mystery was soon cleared up.

Cooling Off Ships Too Hot to Handle

AFTER FOUR YEARS of intensive study and experiment, the Navy now has many of the answers on how to rid A-bombed ships of dangerous radioactivity.

This cleansing process is called "decontamination." Some of the following facts of life of decontamination may come as a surprise to many people:

- Even though completely drenched by radioactive water and flying spray, an A-bombed ship can be cleaned up and put back into active service.

- Radioactivity from deposited fission products of an underwater atomic burst is less dangerous than the shock wave of the burst.

- By heeding a few simple rules, personnel can work in "hot" radioactive zones in perfect safety.

There have been many scare stories going the rounds, stories which describe the horrors of radioactive contamination with vivid adjectives. You have probably read accounts that painted a lurid picture of "invisible death" stalking the radioactive decks of "ghost ships" or "leper ships."

Here's another one. "The Bikini ships were radioactive spectres, shot through with poisonous radioactive rays that can never be removed," stated an imaginative Sunday supplement.

In a recently published book on the atomic bomb tests at Bikini there appeared this over-dramatic sentence: "There were great battlewagons, apparently unhurt, their mechanisms destroyed by the mys-

terious power of the lingering deadly radiations than no man can fight!"

To be sure, radioactivity is hazardous—and it can be deadly too, like any weapon of modern war. But radioactivity has its limits. Navymen must learn what these limits are and what measures can be taken to reduce the menace of radioactivity.

Sensationalists, for example, have given the public the mistaken impression that since most of the Bikini test ships were purposely sunk after the atomic tests, these ships were "too hot to handle."

In reply, Rear Admiral William S. Parsons, USN, says, "It wasn't that

Decontamination Teams Learn to Rid A-Bombed Ships of Radioactivity

these Bikini ships were too 'hot' at all that we had to sink them. It was primarily because they were too expensive to maintain beyond their usefulness as specimens" of the effects of an atomic blast.

"Much has been made of the fact," he adds, "that many of the Bikini target ships were subsequently sunk at sea. Unjustified conclusions have been based upon this fact. Actually, disposal of these ships was based entirely upon economic considerations. The mere cost of towing them to harbor and decontaminating them would have exceeded their value as scrap."

Admiral Parsons was from 1946 to

1949 the Navy's Director of Atomic Defense. It was he who actually assembled the atomic bomb that was dropped on Hiroshima, the first to be dropped in warfare. Subsequently, he was a deputy commander of "Operation Crossroads" at Bikini and played a prominent part in the later tests at Eniwetok.

Not only would it have been too expensive to tow each of the Bikini target vessels that remained afloat back to the U.S. for decontamination, but also no useful purpose would have been accomplished. Each target ship had already been declared expendable before it had sailed to join the Bikini fleet.

Battle-scarred old battlewagons like *uss New York* (BB 34) and *uss Nevada* (BB 36) had put in many years of faithful duty. The same went for veteran cruisers like the "Sway-back Maru," *uss Salt Lake City* (CA 25), and *uss Pensacola* (CA 24).

But if the Navy couldn't pay the freight to bring home every old battleship and cruiser at Bikini, yet it was important to bring back a representative group of specimen ships for inspection and decontamination. This was a vital part of the evaluation of the atomic bomb as a weapon of war. To know how to deal with radiation, you must experiment with it. The ships that returned formed "Exhibit A."

To discover the best ways to decontaminate these ships, the Navy established the Naval Radiological Defense Laboratory at the San Francisco Naval Shipyard. Here the con-



TECHNIQUES initially tried at Bikini have been greatly improved by four years of atomic experimentation.

taminated ships were brought to have their "hot" decks and sides analyzed and to be partly or fully decontaminated.

In all, 17 specimen ships were towed back to the U.S. or came back under their own steam. There was one aircraft carrier, the light carrier *uss Independence* (CVL 22), two cruisers, two destroyers, five submarines and seven transports. Of these, seven ships were completely decontaminated. Two of the seven eventually were returned to active duty.

Both are submarines. They are *uss Parche* (SS 384) and *uss Dentuda* (SS 335). The two subs are now assigned as Naval Reserve training ships — hundreds of youthful Reservists now climb all over their once-radioactive structure without the slightest risk.

In addition two landing craft, LCI 549 and LCI 615, not brought back to the U.S., were also completely decontaminated and were put back on active duty at Kwajalein as courier vessels.

Five of the transports were decontaminated for the experience they provided but were later sold as scrap metal. They had been only lightly contaminated by the underwater burst. They were *uss Bladen* (APA 63), *uss Cortland* (APA 75), *uss Geneva* (APA 86), *uss Fillmore* (APA 83) and *uss Niagara* (APA 87).

Two more attack transports of the same class, *uss Gasconade* (APA 85) and *uss Crittenden* (APA 77), both heavily radioactive, were partly decontaminated for purposes of study and then sunk in fleet exercises off the West Coast.

Incidentally, more than 99 per cent of the radioactivity found on these ships resulted from the Bikini underwater explosion, Test Baker. In Test Able, the mid-air explosion, little or no radioactivity settled on the ships although the blast effect sank the Japanese cruiser *Sakawa*, as well as two destroyers and two transports, and badly damaged the *Independence* and the submarine *Skate* (SS 305).

Independence is the only Bikini target ship still contaminated that has been kept afloat. The gallant carrier of World War II fame lies at a pier at the Radiological Laboratory, a floating workshop for radiological decontamination studies.

The Navy has learned much from



BATTERED survivors of the Bikini blasts served as Atom Age workshops in which the Navy has developed successful decontamination techniques.

decontaminating these ships. For one thing, it has kicked the props out from under the "Nothing-can-be-done-about-it" school of thinking about the atomic bomb. Something can be done about it. Ships can be decontaminated.

As a result of the experience gained at San Francisco, a ship can now be decontaminated more cheaply and faster than was possible two years ago. Starting from scratch, scientists and engineers have accumulated a store of knowledge of contamination and how to combat it that will serve them well in the event of atomic warfare.

The lessons of today are being applied to the problems of tomorrow. For example, paint that dries to a hard, smooth finish will probably be used for topside surfaces wherever possible since it will resist contamination better than other paints. Stripable films may be used to protect instruments such as a pelorus in an ex-

posed area. Ship designs may undergo changes to give greater topside protection to personnel against air as well as underwater bursts. These are only a handful of the new ideas now being explored.

But what is contamination anyway? Can you feel it? Can you smell it? Can you hear it? Can you taste it? Can you see it? How do you know it's there?

You can't feel contamination; neither can you smell it, hear it, taste it or see it. It is these very vague qualities that cause many persons to call contamination "mysterious" or "mystic" or "invisible."

Actually, it *is* invisible. But so is electricity. You can't smell, hear, taste or see electricity either but you know it's there. How do you know it? You know it because you have delicate instruments like an ammeter or a voltmeter to tell you it's there.

It's the same with radioactivity or contamination. You know it's there because you have sensitive instru-



BOMB-SCARRED lab for radiological decontamination studies, USS *Independence* is the only contaminated Bikini ship that has been kept afloat.

ments to tell you it's there. The Navy calls these detection instruments "radiac" instruments (Radio Activity Detection, Identification and Computation).

Probably the most famous is the Geiger-Müller counter, popularly known as the Geiger counter. The Geiger counter is still one of the most useful of the radiac instruments. A

new one, the scintillation counter, is now undergoing experiments (ALL HANDS, March 1950, p. 17).

A decontamination "monitor" — the fellow who checks on radiation levels — uses his radiac instrument like an electrician uses his voltmeter or ammeter. While the electrician uses his voltmeter to tell him how much current flows in a line, a decontamination

monitor uses his radiac device to detect the concentration of radiation in the air.

The monitor knows that the human body can safely absorb only so much radiation at any one time. By taking continuous readings with his radiac device, he determines how long his working party can stay aboard a contaminated ship.

Contrary to popular opinion, a man can remain in a relatively "hot" area with complete safety — as long as he stays only a short time. Experts now say that a man could have boarded all but the "hottest" ships at Bikini within a few days after the underwater explosion — if he was properly clothed and protected by a radiac instrument.

It is up to the monitor that accompanies each decontamination team to tell his boys when they have reached their "tolerance limit" for that day i.e. when they have absorbed all the radiation they should at one exposure. When that limit is reached, he orders them from the ship.

Scientists have found out a great deal about radioactivity since Hiroshima. Today they know, for example, that radioactive residue deposited by an atomic explosion such as Test Baker does not penetrate into a metallic surface like a ship's skin. It merely lies on a smooth painted surface or adheres to an unpainted metal surface.

When an atomic bomb explodes within one or two miles from a ship and a great volume of radioactive mist and spray settles down upon the ship, it is somewhat as though the chief engineer on your ship had decided to "blow tubes" in a heavy fog with the wind blowing from astern.

You know what happens then. Particles of soot are trapped by the heavy fog and settle back down onto the decks and superstructure where they cling to the paint. When the fog lifts and the water evaporates, the soot particles remain on the surface to form a gritty covering.

It's much the same way with radioactivity. Instead of particles of soot, however, particles of radioactive matter are trapped by the great mushroom of water and spray from an underwater burst and are deposited upon the decks and superstructure like so much dirt. As a matter of fact, engineers at San Francisco refer to it as just that — "radioactive dirt."

Radioactive dirt sticks to the paint



PRIOR to entering a 'hot' area, decontamination worker draws protective gear, including hat, mask, film badge and bootees, from 'clean' issue room.

or lies about like so much ordinary soot. The big difference between the two, however, is that radioactive dirt packs a punch.

Being radioactive, these particles of dirt continually shoot off little "bullets" of energy that can go right through a man. If enough of these tiny bullets enter your body, you can become a sick sailor.

Briefly, here are the answers on staying healthy. Wear the proper clothing, including a gas mask or dust mask if you need it. And pay attention to the fellow with the radiac instrument. Get off when he tells you to. Thus protected, a worker can turn-to on the radioactivity.

Here are the answers to getting rid of the stuff. These methods, the Navy has proved, will work:

- **Wet sandblasting** — Long used to remove stubborn coatings of paint, wet sandblasting has proved to be a potent weapon for decontaminating large, smooth surfaces. It has the advantage of being standard shipyard procedure. It knocks the radioactive particles from the surface. Dry sandblasting, on the other hand, is too hazardous. Dry sandblasting stirs up clouds of radioactive dust that are extremely dangerous if inhaled.

- **Paint scraping** — This tried-and-true Navy technique, well known to every sailor who wears a deck rating, works just as well for contaminated as for ordinary paint. It's slow, back-breaking work, but it's effective. Scraping is used mainly for out-of-the-way corners and angles.

- **"Sealing-in"** — To "seal-in" radioactive particles, paint is sprayed over the surface, covering the bits of radioactivity. This does not prevent the surface from continuing to radiate, but it prevents the dirt from spreading. The surface is thus "frozen" and can be sandblasted or scraped at will.

- **Chemical solutions** — Certain chemical solutions have a double-barrelled effect. Sprayed over a contaminated surface, the chemical loosens radioactive particles gripping the surface. It also helps loosen the paint itself so that it may be more easily peeled off. Ordinary fire fighting equipment can be used to spray on the chemical.

"Hot" corners can also be tidied up with a mechanical wire brush or buffer. Shotblasting has been used with some success. Strong chemicals have been used on the exteriors of instruments. Live steam and a blowtorch



STEAMCLEANING of dangerously radioactive surfaces is one of many techniques experimented with at Naval Radiological Defense Laboratory.

have been a big help. Interior salt or fresh water lines and evaporators have been effectively flushed out with special chemical solutions.

Bothersome radioactivity tends to concentrate in certain spots. Areas of poor drainage are favorite hang-outs. So are high places on the ship's superstructure. Canvas and wood soak up radioactivity like a sponge

soaks up water. As a result, porous material such as planking or life rings must be thrown over the side.

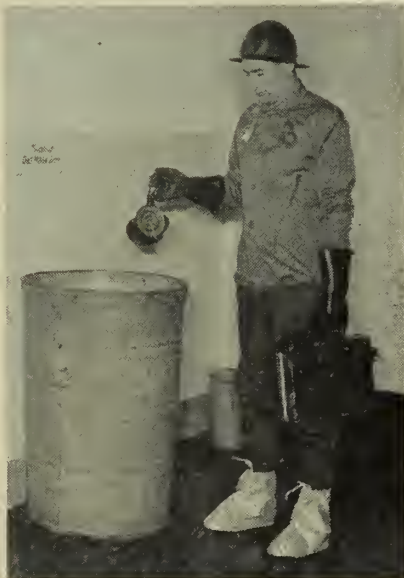
As for the ship's interior, it should be relatively free of contamination unless the ship's hull has been torn open by the burst. If contamination has reached into a compartment, the most effective measure is simply to remove everything and then go to work on the deck and bulkheads.

To see what happens to a ship when it is decontaminated, take a look at *Parche*. *Parche* had been on the surface at the time of Test Baker. Although drenched by the gigantic plume of radioactive water and spray that cascaded down upon her, *Parche* suffered little serious damage.

Weeks later, when she arrived at the decontamination yard at San Francisco, the level of radioactivity had decreased somewhat but personnel still had to be cautious in their work on the vessel.

Once the submarine was tied up at her San Francisco pier, the trained monitors, dressed in canvas coveralls, masks and heavy shoes, climbed over the side carrying their radiac instruments. Their job was to find out how radioactive *Parche* was.

To do it, they made a complete survey of the ship — poking their counters into every nook and cranny to test for "hot spots." These hot spots were then carefully marked on a dia-



GAS MASK is dropped in a receptacle in contaminated dressing room following exposure in 'hot area.'



PROTECTIVE clothing and careful supervision by radiac equipped monitors enable personnel to work with complete safety in highly radioactive areas.

gram of the ship. The diagram, in turn, was used by radiological engineers to lay out patterns that the decontamination teams would follow.

Before any member of a decontamination team set foot on *Parche*, however, he was given a complete briefing. He learned the location of the safe areas and of the hot spots, the routes to be followed, the time limit aboard — in short, he learned the “decontamination pattern” for the ship.

One thing to remember about radioactivity — it can be tracked about from place to place on your shoes or on your clothes. By merely walking from a contaminated area to a clean one, a man can carry enough radioactivity with him to make it necessary to scour the entire “clean” area once more. This is the reason behind the strict “patterns.”

Naturally, if radioactive dirt can be tracked about the ship, it can also be tracked about the dock area and beyond. To prevent this, the Navy has rigged up a special “decontamination center” where each worker strips down and washes and scrubs himself until he is completely free of any radioactive particles that might have clung to him.

A decontamination worker enters the “contaminated side” of the center, and takes off his special-issue clothing — coveralls, underwear, socks, shoes, protective hat, gloves and

mask. He gathers these up and puts them in a can marked “Contaminated Clothing.” The clothes will be specially laundered, checked with the ever-present radiac device, then laid out for the next day’s work.

Passing through a radiac check himself, the man walks down a passageway to the “clean side” of the center. Here he carefully takes a



RADIOACTIVE particles are knocked from surfaces by wet sandblasting — a standard shipyard operation.

shower with plenty of soap and water. He cleans his fingernails and hair, favorite hiding places for radioactive dirt. One more radiac check after his shower, then he may don his uniform and leave the base.

By taking these elaborate precautions, the Navy has made decontamination duty as safe as walking down the deck. Even at that, though, there was one man at San Francisco who blamed his falling hair on radioactivity.

The chap got so worried in fact about his hair falling out that he went to see his family doctor.

“Where do you work?” the doctor asked.

“At the yard, decontaminating ships,” the man replied.

The doctor threw up his hands and told him to consult his Navy doctor at once. He was having nothing to do with radiation sickness. By now, the poor sailor was really worried.

With furrows of concern creasing his brow, he asked the Navy doc the next morning, “Doc, do I have radiation sickness?”

The doctor assured him he had nothing of the kind — that the falling hair was merely a result of a mild case of alopecia or “falling hair” caused by a dry scalp and age, not radioactivity.

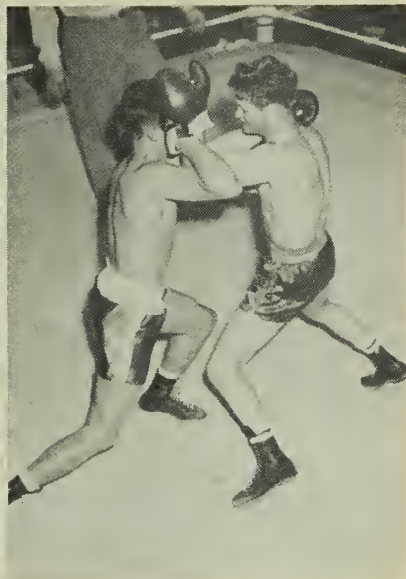
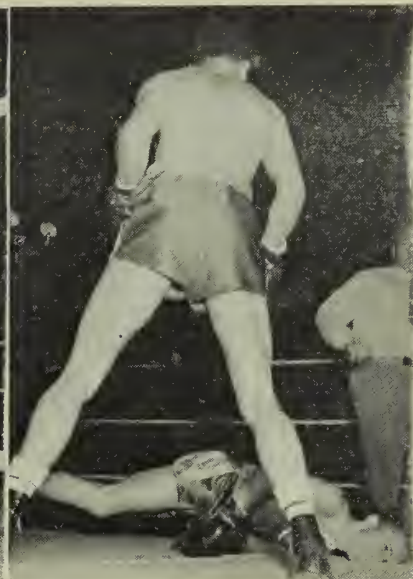
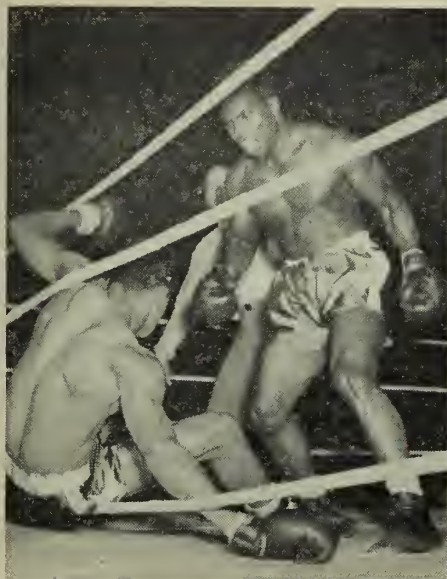
This example illustrates the newness of the whole field of decontamination. Little was known about it outside of a few scattered scientific laboratories before the use of the atomic bomb at Hiroshima and Nagasaki and the tests at Bikini and Eniwetok.

But now, with the world awakened to the potentialities of the atom, the Navy is constantly adding to the known facts about this new force and the means of effectively combatting it.

The “guinea pig” ships at San Francisco have served as important workshops of the Atomic Age. The methods devised at San Francisco to fight the radiation hazard will find uses not only to decontaminate Navy ships but also to help protect and restore our cities and factories in the event of an atomic attack.

San Francisco is only a beginning. Many questions remain to be answered in the age of the atom.

But one question has been answered, in a loud, clear voice that can be heard far from San Francisco: warships *can* be decontaminated. ■ ■ ■



TERRIFIC punching power of heavyweight Kirby Seals batters Al Williams to the deck (left). Right: Hook by Ken Davis upends Tommy White in featherweight go. Right: Lightweights Sam Williams and Charlie Baggett swap leather.

Slugfests Mark 1950 All-Navy Boxing Finals

Thirty-two well-muscled contestants from Navy and Marine Corps activities all over the world met once again under the bright California sun to determine the All-Navy boxing champions for 1950. Some 16,000 interested people gathered in Balboa Stadium, San Diego, to witness the event. They were not disappointed.

Fighters from the Pacific Fleet and Southwestern Groups garnered the lion's share of the titles at stake. Spoiling their bid for a clean sweep of the eight gold buckles signifying supremacy in Navy boxing were two brothers, Sam E. and Earl L. Williams, both ANs, USN, representing the Hawaii-Far East Group in the big tournament.

Both Williamses were 1949 All-Navy champs, but moved up a weight bracket for the '50 bouts. Sam E. outslugged Charlie Baggett, PFC, USMC, MCS Quantico, Va., representing the Middle Atlantic Group, to gain the lightweight crown. Brother Earl outpointed Abraham Haynes, SKSN, USN, NOB Adak, Alaska, a welterweight representing the Northwestern Group.

Adding further honors to the family name, Earl was the unanimous choice to receive the Captain Jack Kennedy Memorial Boxing Trophy as the outstanding fighter in the tournament. This trophy was awarded Sam E. last year and thus has remained

in the Williams family for its two years' existence.

Champions in other weight classes were Jimmie Quinn, SN, USN, USS *Dixie* (AD 14) in the flyweight; John H. Malloy, CPL, USMC, MCAS El Toro, Calif., in the bantamweight; Ken Davis, PFC, USMC, Camp Pendleton, Calif., in the featherweight; Sam "The Assassin" Williams, SA,

USN, USS *Dixie*, in the middleweight; Jessie Barber, PFC, USMC, Camp Pendleton, in the light-heavyweight; and Kirby Seals, SN, USN, Staff ComAir-Pac, in the heavyweight.

Quinn, Seals, and Sam "Assassin" Williams represented the Pacific Fleet Group. Malloy, Davis and Barber represented the Southwestern group. Incidentally, Sam "The Assassin" Williams is the third man of that name to become an All-Navy champ for the second year running, and the only successful repeater not to change class.

Most spectacular bout of the finals was provided by Ken Davis, a 1949 Golden Gloves winner at San Diego. Getting through the semi-finals on a bye when Buddy Grant, RD3, USN, was scratched by the medics, Davis polished off his finalist opponent, Tommy White, PFC, USMC, MCS Quantico, Va., in 32 seconds of the first round to take the featherweight title. It was one of the shortest bouts in All-Navy history. The first blow thrown in the contest was a sweeping left to the jaw by Davis, sending White to the canvas for a count of eight. Nine seconds later White was down for the full count after running into a barrage of lefts and rights.

In the flyweight division, Jimmy Quinn, the classy 1948 champ, regained his title as he outlasted How-



INTERVIEW is accorded Johnny Malloy, CPL, USMC, following his victory in roaring bantamweight scrap.



EXTRAORDINARY ability to puncture bullseyes with pistol shots has earned Luther W. Yocum, GMC, 171 medals, other trophies and awards.

Expert Gives Tips on Pistol Shooting

Best method of learning to shoot, according to Chief Gunner's Mate Luther W. Yocum, USN, is to practice with an empty gun.

Yocum, who entered his first competitive pistol match in 1948, and has since won 171 medals and other awards due to his ability to puncture bullseyes, explains that anyone can learn to shoot straight if they'll spend a little time practicing.

"Sailors interested in becoming good pistol shots should first concentrate on snapping in (dry firing) with an empty pistol in order to develop strength in their gun hand, learn the gun's trigger pull, and to get the feel of their weapon," says the chief. "Another essential exercise for beginners is to practice holding a four-pound weight out at arm's length until your muscles ache. Then, when you begin firing, the gun will feel as light as a feather."

Shooters, Yocum explains, are made, not born.

"First," says Yocum, "start practicing with a .22-caliber pistol with a six-inch barrel. Stay away from the .38 and .45 until you learn to handle the smaller gun. Practice slow fire at first — timed and rapid fire will come naturally later."

Yocum demonstrated his stance. "I stand with my right side toward

the target, with my arm extended directly toward the bullseye. I spread my feet about the width of my shoulders, with my weight evenly distributed. My stance is relaxed. With my left hand I take the gun and slowly place it in my right hand. I do this very deliberately and smoothly. With the .22, I grasp it lightly for slow fire, and medium firm for timed and rapid fire. Fit the gun in your hand so as to form a straight line from the front sight to your shoulder.

"Always keep your eyes on the rear sight — never look at the target or the bullseye," continued Yocum. "I keep both eyes open, but actually focus with my right eye. Line your front sight up so that it will be centered and flush with the top of the rear sight. Keep the 'light' visible on each side of the front sight even.

"Beginners are often told they should not know when the gun will fire if they are squeezing their shots off properly. However, after you have had considerable practice you will be able to tell when the gun is going to fire."

Yocum states that gripping and aiming the .38 requires the same procedure as the .22. The .45 must be gripped harder, for it takes a greater trigger pull to fire it.

ard Keyes, PFC, USMC, Camp Lejeune, N. C., in their three-round match. Quinn, a southpaw, stalked his rival waiting for openings through which he threw his wicked left.

In a hard slugging, toe-to-toe battle, Johnny Malloy trounced Bill Laverty, SN, USN, USS *Razorback* (SS 394). Malloy worked constantly on a cut over Laverty's eye, and although Laverty retaliated with stinging blows, Malloy was able to catch him as he moved in, sending the submariner to the deck for counts of eight in both the first and second.

Sam "The Assassin" Williams successfully defended his 1949 middleweight crown by decisioning Wiliburet Holloway, CS3, USN, Naval Base, Norfolk, Va. It was a slow fight as the two 154-pounders waited for openings before letting loose. However, Williams' persistence and follow-through won him the nod over his Middle Atlantic Group opponent.

While keeping his own two feet firmly planted on the canvas, Jessie Barber up-ended Eldridge Thompson, CPL, USMC, MCS Quantico, twice during their slugfest for the light-heavy crown. Thompson, using a sweeping right that appeared to start from the deck, got in more solid blows than Barber, but never followed up any advantage he might have had. In the second round a one-two right and left decked Thompson for a count of eight, and seconds later he was again down, being saved by the bell.

Solid-punching Kirby Seals, a Golden Gloves finalist at Chicago in 1950, who twice before has reached the finals of All-Navy competition only to be defeated, finally made the grade. Seals flattened Allen Williams, PFC, USMC, Guam Marines, on two different occasions and went on to outpoint the Hawaii-Far East entry to capture the heavyweight crown. Seals had his foe on the canvas for counts of nine in both the second and final rounds, only to see Williams come back each time.

For the statisticians: Navy personnel took five crowns, the Marines three. Four men named Williams appeared in the final bouts, three of them collecting All-Navy crowns. Six of the eight All-Navy champs came from three naval activities — two from NAS Barbers Point, T. H., two from Marine Barracks, Camp Pendleton, and two from USS *Dixie*. —LTJG Robert S. Jones, USNR.

Sharp Sharpshooters

A five-man team of Navy and Marine Corps personnel almost made a clean sweep of the Maryland Pistol and Revolver championships, held at Sparrows Point, Md. Firing against approximately 400 competitors from all parts of the country, the quintet won 18 of the 26 matches.

Two world records were tied by team members Captain Thurman Barrier, USMC, and Chief Machinist Offutt Pinion, USN. Captain Barrier scored 198 out of a possible 200 in the .45-caliber rapid-fire match to tie the record mark. Chief Machinist Pinion fired a 298 out of a possible 300 in the .22-caliber match, equaling the world mark. Pinion took a total of seven firsts. Captain Barrier won six first-place prizes.

Four first-place medals were won by team member Leonard Rizzolla, AFL, USN, and another first place award was added to their collection by Lieutenant Raymond L. Klassy, USN.

Captain Barrier is stationed at Marine Corps Headquarters, Washington, D. C. Lieutenant Klassy is assigned to duty at the Naval Proving Grounds, Dahlgren, Va. Chief Machinist Pinion is serving at Naval Air Station, Oceania, Va., and Rizzolla is on duty at the Naval Air Station, Anacostia, D. C. Fifth member and captain of the team is Lieutenant Chester Coons, USN, Naval Proving Grounds, Dahlgren, Va.

Navy Yawl *Saluda* Triumphs

Despite the fact the steam-and-steel ships of the modern Navy have almost completely eclipsed the wind-powered ships of earlier years, the Navy still has some sailors who know their way around a mizzen-mast.

The 89-foot Navy yawl *Saluda* (IX 87), manned by a Navy crew and skippered by Lieutenant (junior grade) Hallie P. Rice, USN, has won the New York Yacht Club Trophy for being the first vessel to cross the finish line in the annual international race. *Saluda* finished ahead of 138 other participating vessels.

The sailing race was held over a 140-mile stretch of sea in the Gulf of Santa Catalina, between Newport, Calif., and Ensenada, Mexico. The trim *Saluda* covered the distance in 22 hours, eight minutes and two seconds. Her corrected time was 22 hours, two minutes and 20 seconds.

SIDELINE STRATEGY

Every once in a while even a good baseball team plays a nightmarish game. The Quantico Marines, who perennially turn out one of the finest squads in the armed forces, will probably be winning all year whenever Lehigh University is mentioned. A press release from Lehigh tells the story.

"After the Quantico Marines had hung a 12-8 loss on Lafayette University, Lehigh took the field against the Leathernecks in the second game of a double-header being played on Quantico's home pastures.

"The game was called by the umpires at 5:40 p.m., on account of darkness, when, after only three innings of play, Lehigh led the Marines by the unbelievable score of 32 to 2.

"In the space of one brief inning, the Lehigh batsmen scored 25 runs on 10 hits, 11 walks and five errors.

"The trouble is this astro-nomic score won't count — because the game was called before a regulation number of innings had been played, and all Lehigh students can do is brag about it.

"Ironically, Lehigh had lost all their previous games, and were trying for their first victory of the season when its big margin was crossed out by darkness."

★ ★ ★

A boatswain's mate stationed on Kwajalein is not impressed by the prize catches of Navy fishermen, which ALL HANDS

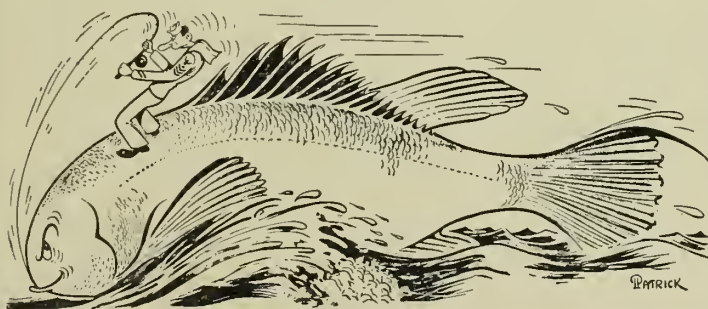
has pictured from time to time. Sherman M. Evans, BM1, USN, forwards us a picture of a "small" sea bass he hooked off the atoll. The monster weighed about 350 pounds, and was over six feet in length. "Out here, we use 'em this size for bait," says Evans, modestly. Unfortunately, the photographic quality of the picture made it unsuitable for publication.

★ ★ ★

An ingenious Marine, Jim "Slingshot" Devine, playing with a Kansas City Marine Reserve quintet, decided that if he couldn't get the ball past the opposition's big center one way, he'd try another. Devine streaked down the court with the ball, whipped a pass that bounced off the opposing center's shoulders, then sailed 30 feet in the air and dropped cleanly through the net for two points.

★ ★ ★

The athlete who, like old wine, gets better as the years roll by is almost as scarce nowadays as are triple-toed tricertops. Ralph E. "Scare-em" Swanson, ADC, USN, is not a man to allow spreading grey at the temples to affect his flinging arm. After 21 years on the mound for Navy teams, the veteran CPO is still going strong. Stationed at NAS San Diego, he recently chalked up a two-hit victory for his team. — Earl Smith, JOC, USN, ALL HANDS Sports Editor.



Recruit Training for New Reservists

WHAT'S WRONG with this sentence?

"I went up the rear steps to catch a glimpse of the boat that had passed by on our right side."

Grammatically, and in other respects, the sentence is okay, according to Joe Doakes, a recent graduate of Hometown High School, and an excellent student in English. But that opinion dates back prior to Joe's enlistment as an Organized Reservist and before his indoctrination at a Recruit Training Command.

His indoctrination completed, Salty Joe's saline content rose to nearly 100 per cent, and he felt he could do justice to naval terminology.

Here's his translation of the above quote into proper sea language, with embellishments:

"I went down the port passageway to the after well deck, climbed the ladder to the poop deck, and sighted a guppy-snorkel submarine making a crash dive two points abaft the beam on our starboard side."

Joe Doakes is an imaginary person who represents a newly recruited citizen-sailor in the United States Naval Reserve. He joined an organized drilling unit in his hometown last year, and began learning the highly complicated job of becoming a sailor — on a part-time basis.

To give Joe and Organized Reservists like him some of the basic instruction required of all recruit ratings, the Naval Reserve this year has estab-



NEW TRAINING for Reserve recruits gives them a concentrated dose of essential Navy 'know-how.'

lished a course where they can get a concentrated dose of the elementary essential of Navy "know-how."

Annual recruit training for Reservists is coordinated with their regular year-round drill training. Its purpose is to polish off the rough edges of a recruit, give him a quick but accurate picture of the Navy way of life, and instill in him the feeling that he and his fellow-Reservists are a vital part of our Navy.

Open to Reserve recruits, the two-

week course in this training is the first step in a progressive program of annual instruction for enlisted personnel in organized units.

First established last year, when recruits in the 9th Naval District attended courses at NTC Great Lakes, Ill., the recruit program proved itself a great success.

As a result, Reservists from all continental naval districts, with recruit ratings in organized units (except aviation), this year have the opportunity to take this training, either at Great Lakes, or NTC San Diego, Calif.

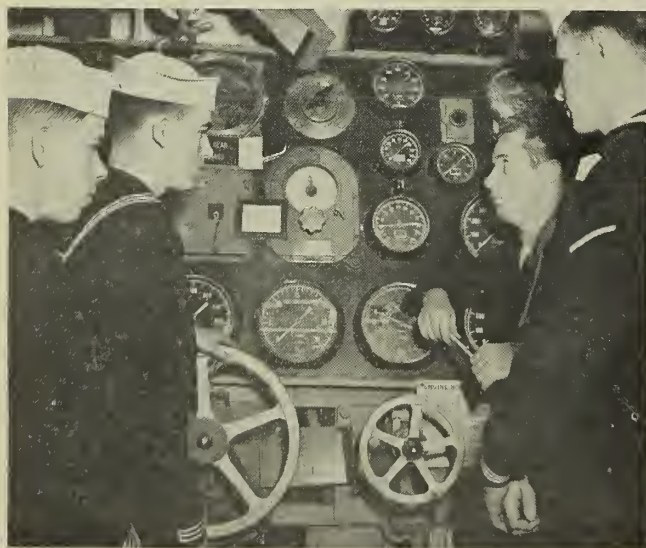
The Great Lakes center takes care of Reservists from the eastern and midwestern naval districts, while San Diego provides instruction for recruits from the three west coast naval districts and the 8th Naval District.

In the Naval Air Reserve, an air recruit training course also is in operation this summer, but is conducted for a longer period of eight weeks.

At the Recruit Training Commands of Great Lakes and San Diego, sailors will get that first high polish that takes them out of the tenderfoot stage and introduces them to the Fleet.

Joe Doakes and other TWTs — as the Two-Week Trainees are called — learn a good deal more than how to talk like a sea-going sailor at recruit camp.

You won't catch Salty Joe falling for that story about "How to smoke a



PRACTICAL aspects of classroom training become apparent when Reservist recruits get first taste of shipboard life.

hawsepipe," and you won't catch him volunteering for a game of "Squeegees."

The special two-week curriculum has been patterned after the Regular Navy recruit training course. The influx to the recruit training commands hits its peak during the summer when up to 4,000 Reserve recruits appear monthly at Great Lakes, and a lesser number make their way to San Diego.

Joe Doakes' counterpart in the Naval Air Reserve also receives extensive training as an organized air recruit. This two-month program for the air recruit includes naval phraseology, customs and traditions, uniform regulations, discipline and justice, promotions, drills and formation, seamanship and ordnance — in addition to an indoctrination in the various phases of naval aviation.

During approximately 88 hours of classroom instruction the seaman recruit, construction recruit, fireman recruit or steward recruit at Great Lakes and San Diego receives training in one big dose.

He studies ranks, ratings and insignia, uniform regulations, how to take care of his clothing and equipment, from his ditty bag to his nainsook drawers and chambray shirts and dungaree trousers. He learns ship nomenclature and naval phraseology.

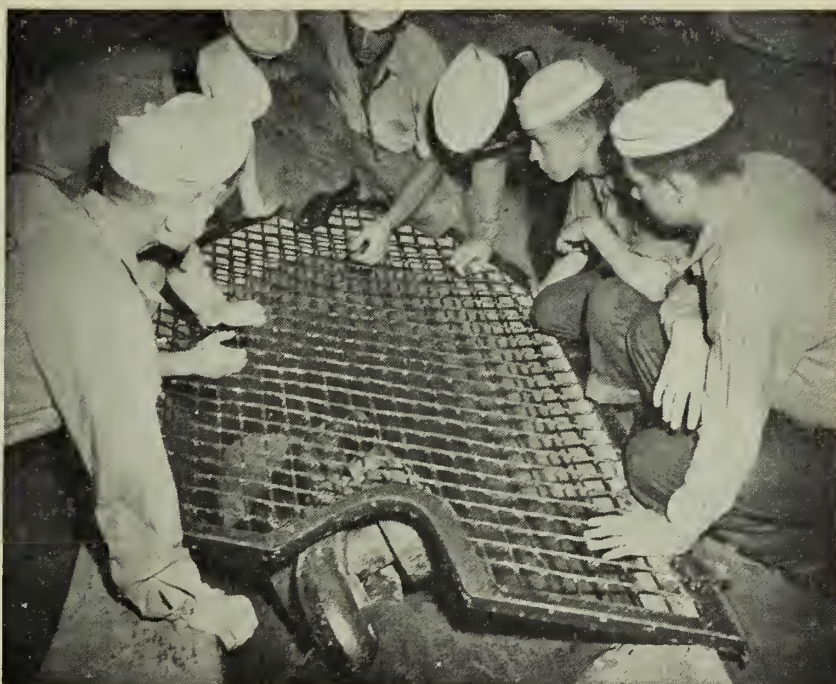
In the field of ordnance, the recruit learns to recognize and shoot the .30-caliber rifle and carbine, and the .45-caliber automatic pistol. He participates in loading drills, studies safety precautions and fires the 5-inch 38-caliber gun.

Naval customs and courtesies, history and traditions, discipline and justice, personnel classification and personal affairs — they are all included in this mighty capsule course, plus the all-important discussion of pay.

Also included in the TWT's curriculum is the subject of "marline-spike seamanship," covering the splicing, knotting and manipulation of line. Under the general subject of seamanship he studies shipboard organization and duties, daily routine ashore and afloat, general drills, safety precautions, cleaning and upkeep of equipment.

One by one, his instructors take up the subject of boat handling, deck gear, anchoring and mooring, steering and sounding, lookout duties, telephone talking and firefighting.

Halfway through the training period, an overnight cruise is scheduled for the TWTs when ships are avail-



CRUISES are scheduled for TWTs whenever ships are available. First-hand contact with naval equipment emphasizes lessons learned in the classrooms.

able. During these cruises, taken during the mid-weekend, the TWTs have normal watches, join clean up details, and see the evolution of watch phases in shipboard life.

It will take Joe Doakes and his fellow TWTs a full year to digest all that they have seen and heard at the Recruit Training Command.

Use of a mock-up ship, *uss Recruit*, at San Diego has proved an excellent method of simulating shipboard conditions ashore. Here the recruit re-

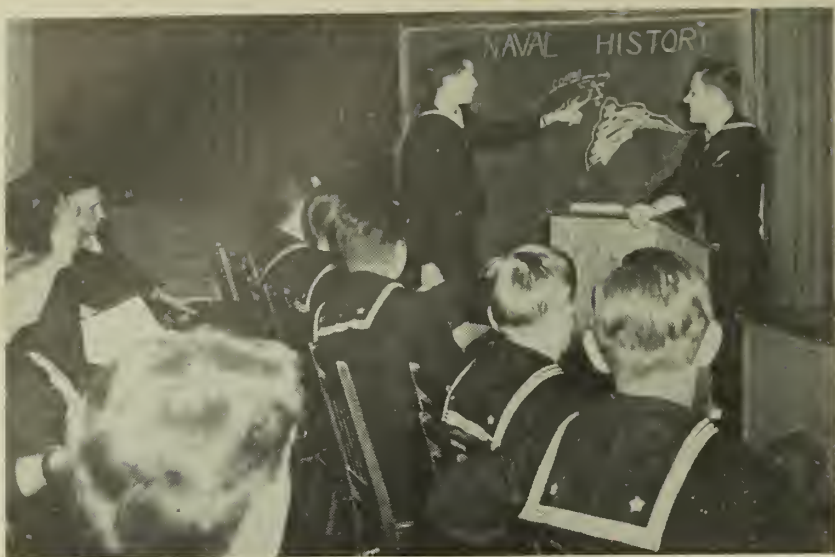
ceives instruction in seamanship and in fire fighting. He actually participates in the operation of naval equipment to familiarize himself with the many phases of the naval technological organization.

Finally, the recruit gets basic instruction in first aid, swimming and survival at sea, and his 14 days of training culminate with personnel inspections and reviews.

Intent of the two-week instruction period is *familiarization*, to support



RECREATION is not neglected even though the training course is highly intensive. Curriculum is patterned after Regular Navy recruit training course.



HISTORY and traditions of the U. S. Navy are among subjects taught recruits in an effort to make even the most lubberly slightly salty.

and augment the training conducted at NRTCs and to provide as many practical experiences in Navy living and training as is possible.

A visit to training camps at Great Lakes and San Diego is a tremendous revelation to the Reserve recruit.

These two vast Navy centers give the new enlistee a proper appreciation of the Navy's vast size and some of its technical problems.

Here's one typical comment of a Reserve recruit who has just finished his training at one of these schools, "I come from Charleston, S. C., where we have a compact Reserve training center, and train three or four different ratings. Now that I've been out here at Great Lakes, and seen what a huge outfit this Navy of ours is, I'll be able to appreciate even more the training that I receive at my hometown NRTC."

Specifically, these are the objec-

tives of the course for TWTs, as announced by the Recruit Training Commands:

- To develop in the recruit a knowledge and understanding of naval life based on actual living experience in a Regular Navy activity.

- To develop a knowledge and understanding of the Navy's customs, traditions, regulations and system of discipline, and a feeling of being a part of and belonging to the Navy.

- To develop skill and knowledge in technical subjects to the extent that limited time will permit.

- To provide training and enable recruits to achieve the "practical factors" required for advancement to apprentice rates.

- To further interest on the part of the recruit in the Navy and the Naval Reserve, and to cause him to desire to continue actively his training in the Reserve.

How do the Reserve recruits compare in this concentrated type of training?

This is what the commanding officer of the Recruit Training Command, NTC San Diego, had to say about them:

"The first two classes of TWTs compared well with the Regular recruits. They run somewhat above the average in application, enthusiasm and interest."

The CO added, "All personnel in contact with the TWT make a special effort to enhance their training during his short period aboard, and their immediate contacts, company commander and instructors, are the best that the Recruit Training Command can offer."

Seaman Recruit Doakes, having finished his boot training, has also completed his "practical factors," which are required for advancement.

Next year, as a brand-new seaman apprentice, Joe will be eligible to take the next course in the progressive program of annual Reserve training. This will be a cruise aboard a ship assigned to his district commandant for Reserve training.

Ships assigned for this purpose range from patrol craft to destroyers. In his third year as an Organized Reservist, Joe will take a cruise in a Fleet ship, at a time when he has a real basic knowledge of the Navy and is able to absorb technical knowledge readily.

Then he will be a fully indoctrinated, valuable member of the Navy's standby team, available for duty in the event of mobilization.

In future years, Reservists taking annual training will alternate between appropriate schools or other training activities ashore, and cruises in district or Fleet ships.



GRADUATION ceremony is held for recruits on completion of training course sponsored by the Naval Reserve.

LETTERS TO THE EDITOR

From USNR to USN

SIR: I reenlisted in the Inactive Naval Reserve in 1947 and was ordered to active duty at my own request as a station-keeper under appropriation Naval Reserve in July of that year. I have remained in active duty status since that date. When my enlistment expires and if I am still in an active duty status, will I be eligible for any of the following: (a) shipping over money, (b) reenlistment leave, (c) cash payment for accumulated leave? — W. S. B., YN1, USNR.

• (a) Yes, if you reenlist in the Regular Navy within 3 months from the date of release from extended active duty of one year or more in the Naval Reserve.

(b) Yes, if you reenlist in the Regular Navy under conditions specified in BuPers Circ. Ltr. 131-49 (NDB, 15 Aug 1949).

(c) Yes, providing you do not elect to carry such leave forward to your new enlistment. — ED.

Leave Rations When AOL

SIR: If a man is awarded a warning at captain's mast for being away over leave (AOL), is he eligible for leave rations? — J.O.P., YN3, USN.

• He is eligible for leave rations for his authorized leave, but of course gets nothing for the period of time he was AOL.

BuSandA Manual (Paragraph 54391) and BuPers Manual (Article A-4318) state: "Leave rations accrue for periods of authorized leave, but do not accrue for periods of absence over leave unless such absence is excused by the commanding officer." — ED.

No Bonus for Extension

SIR: I am currently doing a tour of shore duty for which I agreed to extend enlistment for two years. My regular four-year enlistment expires later this year, and although I shall do 20, I would prefer to execute my extension at this time rather than reenlist.

In doing this, and having been changed over to the new pay bill; (1) can I be paid \$200 for the four-year enlistment just completed? (2) If not, will I be paid \$40 for the two-year extension. (3) Or, will I get nothing until I reenlist after the extension. — G. D. C., RDC, USN.

• Pending decision of the Comptroller General, you are not entitled to either reenlistment allowance or reenlistment bonus upon extension. — ED.

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letters to: Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

Changing Striker Symbol

SIR: While at NavTraCen, San Diego, Calif., I was assigned to a Class "A" yeoman school. This course of instruction lasted 14 weeks and upon completion my rate was changed to YNSA. My present rate is YNSN.

Since I do not wish to continue my Navy career in the yeoman rating, would it be possible to ship over as a SN rather than YNSN? — L.J.B., YNSN, USN.

• You can reenlist under continuous service conditions, only in the rate in which discharged. Retention of YN symbol is required unless removed or changed in accordance with BuPers. Circ. Ltr. 12-50, encl. E, (NDB, 31 Jan 1950).

Paragraph 5(a) of the above directive states, "When personnel are identified as strikers for a particular rating by the authority contained in Circ. Ltr. 12-50, they shall not be advanced thereafter to other ratings. Furthermore, there shall be no change in their rate symbol except as provided for below:

"Fleet, force, type and area commander, . . . may authorize change in rate symbol in cases of personnel in pay grade E-3 where individuals are definitely found to be highly suitable and qualified for utilization in another function and where the commanding officer, has authority to effect the appropriate change of rate by article C-7213, BuPers Manual 1948. Such cases need not be referred to the Chief of Naval Personnel for approval." — ED.

Duty with Naval Attaches

SIR: What information can you give regarding duty with U. S. Naval Attaches abroad, insofar as enlisted personnel are concerned? — J. G., SK1, USN.

• Duty requirements are for a few ADC (AP)'s, ADCs, and ALs, and a very limited number of YNs and SKs in the Offices of Naval Attaches. If you desire, you may submit a request in accordance with the provisions of BuPers Circ. Ltr. 36-50 (NDB, 15 Mar 1950) for consideration for transfer to duty with a U. S. Naval Attache. — ED.

Squadron Personnel on Shore Duty

SIR: Are general service personnel serving with aviation squadrons and classed as sea duty, credited with sea duty for pay purposes, advancement in rate and rotation of duty?

ComAirLant carries general service rates as shore duty while ComServLant lists sea duty for general service personnel in such squadrons. In your opinion, are we on shore duty or otherwise?

Upon being transferred to my present command and duty, I was led to believe that I was remaining on sea duty as that was what I requested. Any information or data you may have regarding this problem would be greatly appreciated by the general service personnel in VX-3. — W. J. M., YN3, USN.

• Duty with a shore-based fleet activity (which includes shore-based fleet air activities) for men holding a YN rating is considered shore duty for rotational purposes. See para. 1(a) (3), Part One, BuPers Circ. Ltr. 101-48, (AS&L, January-June 1948). — ED.

Reserve Classification

SIR: Is there a classification in the radiological defense field for officers? I am a physicist and have had training in nuclear physics. I have also completed a two-weeks radiological defense course with the Navy at Treasure Island, California. My present classification in the Volunteer Naval Reserve is E(L)-T. I would be interested in requesting a change in classification if there is one for radiological defense. — E. H. C., LT, USNR.

• There is no specific classification for a radiological defense officer. Your background as stated indicates you to be qualified for duty with the Office of Naval Research. Your present classification — ELT — is appropriate for such duty. See ALL HANDS, May 1950, page 52. — ED.

Wants Change of Rate

SIR: Is it possible to change one's rate from machinist's mate third class to pharmacist's mate third class? If so, how would I go about it? — P., USN.

• A request for assignment to a Class A Hospital Corps school and ultimate change in rate to HM3 may be submitted to BuPers via your commanding officer and BuMed. If your request is approved, the change in rate will be authorized upon successful completion of the school. Refer to Enclosure (F) to BuPers Circ. Ltr. 12-50 (NDB, 31 Jan 1950). — ED.

Reenlistment Poses Problems

SIR: I hope to join the Navy when my enlistment in the Marine Corps expires in July 1951. However, I have a few questions in mind.

(1) Would I be eligible for the same rank in the Navy as I held upon discharge from the Marine Corps?

(2) Would I have to go through "boot camp" again?

(3) At present I hold the military occupational specialty number 3000, which is basic supply clerk. Would this get me into the supply section of the Navy? — T. R. B., PFC, USMC.

• *Answers to all three of your questions depend upon rules and regulations governing enlistments at the time you apply. You will have to submit a formal written application at your nearest Regular Navy recruiting office within the U. S. continental limits after you have been discharged from the Marine Corps.*

However, based upon the picture as it stands at present, here are some facts that should help you lay your plans:

(1) Current enlistment regulations provide for the acceptance of persons in your category in the pay grade corresponding to that in which discharged, except that in no circumstance will enlistment be effected in a rate higher than pay grade E-3. Current regulations further provide that if an applicant in your category has dependents he does not

Code Numbers and Sea Duty

SIR: With my aviation job code number, is my present duty with VR-2, NAS Alameda, California, considered sea duty or shore duty? No one seems to have a precise answer. My navy job code number is 59611-64. — C. N. P., DCC, USN.

• *Duty with a shore-based fleet activity (which includes shore-based fleet air activities) for men holding a DCC rating is considered shore duty for rotational purposes. (See para. 1(a) (2), Part One, BuPers Circ. Ltr. 36-50, NDB 15 Mar 1950). — Ed.*

meet the dependency requirement for acceptance and, therefore, is not eligible for enlistment in the Navy.

(2) Unless you are in the fourth pay grade or above by the time you are discharged, you will have to go through boot camp again if regulations remain unchanged.

(3) All enlistments are made for general service and no promise or assurance can be given an applicant that he will be assigned to any particular detail or duty. However, it is quite possible that your background in supplies would enable you to "strike for" the rating of storekeeper sooner or later. Much would depend upon you as an individual and upon your performance after enlistment.

Remember that all basis for action will have to come as an answer to the formal written application that you will make after discharge from the Marine Corps. — Ed.

Stars on Pins and Ribbons

SIR: Can a submarine man wear stars representing successful war patrols on his Submarine Combat Pin as well as on his area campaign medals? We have a split decision among the submariners around here.

We particularly wonder if stars may be worn for the following patrols made



Submarine Combat Pin

by USS *Kingfish* (SS 234) as listed in NavPers 15,790: 12 Oct to 28 Nov 1944 (P 208, 305); 16 Dec 1943 to 26 Jan 1944 (P 208, 304); 24 Sept to 14 Nov 1943 (P 208, 303); 16 Feb to 9 Apr 1943 (P 208, 302); 25 Nov 1942 to 23 Jan 1943 (P 208, 301); and 9 Oct to 3 Nov 1942 (P 208, 300). — S. G., HMC, USN.

• *Submarine sailors may wear their stars for war patrols both on their Submarine Combat Pins and on their area campaign ribbons. The patrols mentioned above are all legitimate patrols and entitle a man who served on all of them to wear six stars on his Asiatic-Pacific Area Campaign Medal and one silver star (in lieu of five gold stars) and one gold star on his Combat Pin. — Ed.*

AOL at End of Enlistment

SIR: If a man is AOL at the expiration of enlistment, what happens to the agreement to extend enlistment which was entered in his record for assignment to specific duty? Is the agreement to extend automatically cancelled?

If the man was AOL the last day of his enlistment, and the day following his expiration of enlistment, could charges be brought against him, or would he be given a discharge and not recommended for reenlistment? Under these circumstances what type of discharge would he get? — A. P. M., SN, USN.

• *Article C-1406, Bureau of Naval Personnel Manual, states that "Commanding officers shall cancel agreements to extend enlistment prior to the effective dates . . . when a person is on unauthorized absence on date of expiration of his enlistment."*

If a man is AOL the last day of his enlistment, his enlistment is automatically extended until such time as the matter of his AOL is finally settled, regardless of whether or not he is brought to trial. In the event the commanding officer desires to discharge him, he may be so discharged (Art. C-10304, BuPers Manual).

Under the provisions of Alnav 89-49, it is possible that he would not be recommended for reenlistment, depending, of course, upon his entire service. The discharge issued would be of the character to which he would be normally entitled. — Ed.

Eligible for Shore Duty

SIR: BuPers Circ. Ltr. 101-48 (AS&SL, January-June 1948) says that to be eligible for shore duty, a non-rated man must have four years' sea duty. Does "aviation rating" mean rated men in aviation or does it include all men in aviation?

In other words, is an airman eligible for shore duty once he has completed two years' continuous sea duty? We think he is, because in your October 1949 issue the top man for a specific shore duty station had two years' and nine months' sea duty. Will you tell us definitely whether he is or not? — R. F. C., AOAN, USN.

• *Yes, an airman who served two years or more of continuous sea duty is eligible for shore duty. BuPers Circ. Ltr. 36-50 (NDB, 15 Mar 1950), cancels and replaces BuPers Circ. Ltr. 101-48, effective 1 May 1950.*

To be specific though, this new circular letter on shore duty for enlisted personnel says that "Shore duty for the purpose of rotation is defined as duty in the allowance of . . . Fleet shore duty; shore based fleet activities within continental U. S. (including Atlantic and Pacific Reserve Fleets) and naval personnel serving with the Fleet Marine Forces based on shore in the continental U. S. except for: (a) Aviation branch

Brothers Want Duty Together

SIR: Does the Bureau of Naval Personnel still authorize a man to be transferred to duty with his brother?

A younger brother who joined the Navy before me is now going to aviation electronics school in Memphis, Tenn. I am now serving aboard ship as an electrician fireman and desire very much to be transferred to him if possible — or would he have to be transferred to me? — L. J. C., Jr., EMFN, USN.

• *When brothers are not serving under the same administrative commander, they may submit official requests to the Bureau of Naval Personnel in accordance with the Bureau of Naval Personnel Manual, Article C-5209; and to the administrative commander when both brothers are serving under the same administrative commander.*

Approval of such requests depends upon location of the brothers and upon the needs of the service. Since your brother is undergoing instruction, he will, upon completion, be ordered to duty. It is suggested that you contact your brother and advise him to request assignment to the Pacific Fleet upon completion of school. — Ed.

ratings attached to shore-based fleet air activities, and Hospital Corps ratings attached to the Fleet Marine Force." This circular letter further states that enlisted men in the aviation (Group IX) ratings — AN, AA, less TD, AC — who have accumulated two years' continuous sea duty may submit requests for shore duty. — Ed.

About a Famous Destroyer

SIR: Can you tell me the correct number of battle stars earned by *uss O'Bannon* (DDE 450)? — J. M. D.

• *uss O'Bannon*, one of the most famous destroyers in the history of the U. S. Navy, earned 18 battle stars during World War II. Commissioned 26 June 1942, *O'Bannon*, manned by a largely inexperienced crew, headed for the Solomon Islands that fall, accompanied by sister ship, *uss Fletcher* (DDE 445). During the remainder of World War II — and especially during the year and one-half she prowled off Guadalcanal — *O'Bannon* was engaged in some of the most furious ship-versus-ship battles in history.

When *uss Helena* (CL 50), the fabulous fighting cruiser that was idolized by South Pacific destroyer men, went down in Kula Gulf, *O'Bannon* picked up some of *Helena's* survivors and gave such a good account of herself that she was often afterwards called the "Little *Helena*."

O'Bannon was awarded the Presidential Unit Citation and many of her crew members were decorated. At one time her second commanding officer, Commander Donald J. MacDonald, USN, was the most decorated officer in the Navy. — Ed.

Black Hawk Odyssey

SIR: I read with interest your March 1950 book supplement entitled *Gold Star Odyssey*. The tale of the wartime wanderings of the cargo ship *uss Gold Star* (AG 12) — which, by the way, was built in Wilmington, Del. — and mention of her long sojourn in the western Pacific brought to mind the old destroyer tender *uss Black Hawk* (AD 9).

While *Black Hawk* didn't equal *Gold Star's* record of 21 consecutive years of "exile," she came close to it. In June 1922 she sailed from Newport, R. I., for Asiatic waters, via Gibraltar and the Suez Canal. For the next 20 years "the



USS *Black Hawk* (AD 9)—Saga of this old destroyer tender rivals the *Gold Star Odyssey*.

Hawk" was stationed in the Far East. In 1942 she withdrew, reluctantly, falling back with the Asiatic Fleet to the Dutch East Indies and Australia before the advancing enemy.

Even then, *Black Hawk* remained far from continental U. S. ports. After a brief overhaul at Pearl Harbor, she was sent to the Alaskan Sea Frontier. There she was based at Adak, Dutch Harbor and Kodiak for almost three years. In May 1945, after a month in the Mare Island Navy Yard, AD 9 was ordered back to the Hawaiian area and remained in the Pacific for another year. On 15 Aug 1946 the old ship was finally declared surplus and delivered to the Maritime Commission for disposal, ending her active 33-year career.

Many interesting stories are told about the *Hawk*. One of them concerns her maiden voyage in 1913 — around the horn from New York to San Pedro in 44 days, at an average speed of 11.8 knots. Another story, or group of stories, is told of occasions when Navy dependents in the Orient were brought aboard for protection from riots or other dangers ashore. — J. W. M., CAPT, USNR.

• Thank you for the interesting follow-up on the *Gold Star* story. The histories of many of the Navy's fabulous old ships are indeed stranger than fiction. — Ed.

Sub Is Ship or Boat

SIR: There's been some dispute as to whether or not a submarine is classified as a ship or a boat. Your answer will settle this once and for all. — "Puzzled," USN.

• The submarine, officially, is a ship. By common usage, however, it is referred to as a boat. — Ed.

Not a Reenlistment

SIR: I was paid off from the U.S. Air Force 13 June 1949 and reenlisted in the Navy on 26 July 1949. Am I entitled to shipping over money? The recruiting officer says no.

If not, why don't I come under that 90-day shipping over clause? Also, would I get shipping over money under the new or old pay bill? I have reenlisted for three years in the U.S. Navy. — W. W. H., ADAN, USN.

• Your enlistment in the Navy is your first enlistment in that service and not a reenlistment within the meaning of the regulations governing entitlement to reenlistment allowance.

The regulations as contained in para 54207-1 BuSandA Manual are quoted: "Reenlistment allowance is payable upon enlistment or reenlistment in the Regular Navy within 3 months from the date of the last discharge under honorable conditions from: (1) the Regular Navy; (2) the Naval Reserve or inductee (USN-1) classification for enlistments in the Regular Navy entered into on or after 1 October 1944; (3) the Marine Corps, Coast Guard, or their reserve components, for enlistments in the Regular Navy entered into on or after 1 Feb 1945."

In no event would you come under the provisions of the Career Compensation Act for the purpose of paying reenlistment allowance. — Ed.

Time in Grade for CPO

SIR: Is it time in pay grade or time in rate which determines advancement to the next higher grade? For example, if a man changes his rate from AO1 to AC1, will the time he spent as AO1 be counted for purposes of advancement to chief petty officer? — A. A. McC., AO1, USN.

• Yes. Time served in pay grade is a determining factor for eligibility for advancement in rating and not time served in a specific rate. Three years service in pay grade E-6 (formerly pay grade 2) is one of the requirements for eligibility for advancement to chief petty officer, acting appointment. (See paragraph 3(a), Encl. A of BuPers Circ. Ltr. 12-50 (NDB, 31 Jan 1950) — Ed.



USS *REMORA* (SS 487)—By usage referred to as 'boats' submarines are officially ships.

Transportation for Retired Personnel

SIR: Is a retired CPO eligible to obtain government transportation via Navy transport from U. S. seaports to Honolulu? If so, please give the procedure one would use to obtain permission, and how much personal gear he is allowed to take. — J. E. P., CSC, USN (Ret).

• A retired CPO, like other retired naval personnel, is eligible to apply for transportation in naval transports for himself and for his dependents if they are to accompany him.

The procedure consists of writing a letter of request to the proper authority, who in your case would be: Chief of Naval Personnel (Attn: Pers-B31). Personnel traveling without dependents between U. S. coastal ports may be granted transportation by the commandant of the district concerned without reference to BuPers. All requests for passage from an overseas area to the U. S. or between overseas areas should be submitted to the appropriate area commander.

There is no hard and fast rule concerning the amount of luggage a retired person can take aboard a naval transport. In general, one should try not to go much beyond 150 pounds per person.

Transportation is granted on a "space

Wearing Parachutist Insignia

SIR: Are Navy parachute riggers authorized to wear parachute insignia? If so, what type is worn and where? Also, can it be worn with the uniform? — R. L. T., PR3, USNR-W.

• No, parachute riggers are not authorized to wear parachutist insignia. That insignia is reserved for parachutists who participate in regular jumps as defined in Article C-7604, Bureau of Naval Personnel Manual. — Ed.

available" basis, at subsistence rates. Transportation is on a one-way basis, only. It is limited to not more than one trip per year. However, when passage is granted to or from an overseas area with intent of returning, the return passage may be granted within the same year. BuPers cautions personnel concerned that the granting of passage from the U. S. to an overseas area doesn't obligate the Navy to grant return passage. Granting of return passage by the area commander depends on availability of space after persons having a higher priority have been accommodated. — Ed.

No Shore Patrolman Rating

SIR: I'd like to obtain some information concerning the establishment of a shore patrolman rate or concerning personnel being assigned permanently to such duty. I have heard much "scuttlebutt" about this and have heard the same thing from friends, through letters. — K. W. P., AD3, USN.

• The Bureau of Naval Personnel has no plans for establishing a general service rating of shore patrolman or for assigning personnel to permanent duty of that kind. To establish a general service rating of shore patrolman is impractical because the job content and work load would be insufficient to support the rating in comparison with other general service ratings. In addition, the policy of assigning various general service ratings to shore patrol duties provides better rotation between sea and shore for personnel in ratings for which few shore billets exist.

In general, the present shore patrol organization provides for the permanent shore patrol, the ship shore patrol, and the temporary shore patrol. Assignment of enlisted personnel to duty as members of the permanent shore patrol is controlled by the commandant of the naval district or river command in which the patrol is located. These assignments are made from personnel regularly assigned to these commands for duty.

There is an exclusive emergency service rating of shore patrolman, however, which will be activated in time of national emergency. You can read about this in the Manual of Qualifications for Advancement in Rating, NavPers 18068, page V-77. — Ed.

'Disciplinary Status' Clarified

SIR: I would like the phrase "disciplinary status" clarified. A man receives a summary court-martial, is tried, found guilty, and the court-martial is published. His sentence is to lose pay at the rate of \$50 per month for a period of two months. One week later the man involved applied for a discharge under the provisions of Alnav 117-49 (NDB, 31 Dec 1949).

(1) Can he be separated before his fine has been completely paid?

(2) If not, can he be separated if he had been eligible by reason of expiration of enlistment?

(3) If a man is not eligible for discharge under Alnav 117-49 until his fine has been completely paid, can he obtain eligibility by paying his fine all at one time instead of waiting for two months to elapse while checkage was made at the rate of \$50 per month as set forth in the approved sentence? — J. I. H., YNC, USN.

• (1) The answer is 'no' when referring to Alnav 117-49 (NDB, 31 Dec 1949). Provisions of this directive indicate that individuals with unexecuted

Interesting Sequel to the Mysterious Case of USS Thomas Stone

SIR: In reading through the current issue (February 1950) of ALL HANDS, I was both elated and puzzled to read the article "The Mysterious Case of USS Thomas Stone" (p. 55). Elated, because it was also my privilege to have served in Stone during the events mentioned and, it is always good to read or hear something about your old ship. Puzzled, because I did not know that Navy-records had us abiding in Davey Jones's locker.

I can assure you also that we were very much alive and kicking, as both friend and foe could attest, though we were hard aground for such a long, long time. . . . When Stone's history is compiled and made available, it will be distinctly different from most others. . . . But if I were to write such a history, I would never . . . say the ship was ever "junk." Better to say simply that "she was sold to the French." — E. E. S., CDR, SCR, USNR, (formerly supply officer, USS Thomas Stone).

• "Sold to the French" it is.

For a complete and dramatic account of the entire saga of USS Thomas Stone — her torpedoing, rescue, stranding and finally the salvage operations that were performed upon her, see the recently published book No Banners, No Bugles by Captain Edward Ellsberg, USNR, formerly chief salvage officer under General Dwight Eisenhower for Operation Torch, the in-

vasion of North Africa (ALL HANDS, November 1949, p. 58).

Captain Ellsberg relates how he and his hard-working salvage crew attempted to drag the battered and beaten Stone from her position high and dry on a beach in Algiers harbor by putting a strain on several anchors set to seaward in the rock-hard bottom of the harbor.

After dragging the ship forward about one ship's length, Captain Ellsberg says he gave up the attempt to await the shipment of several large salvage pontoons from the U. S. The friction of the sand and rock beach was ripping up the ship's bottom.

Captain Ellsberg was ordered back to the U. S., and shortly thereafter another attempt was made to pull Stone off the beach. Unluckily, however, she was dragged across a ridge of rock and her back was broken. According to the records, she was later abandoned and sold to a French concern to be broken up for "scrap steel."

An interesting sequel to this yarn is that the current French port director at Algiers has recently notified the Department of State that Stone still lies in her sandy grave at the edge of Algiers harbor and that she is an "eyesore" to the harbor. The Navy is now in the midst of an investigation to find out why Stone's battered old hull has not been removed by the French company which bought her. — Ed.

finances resulting from courts-martial sentences, are in a disciplinary status and as such are not eligible for discharge. Paragraph five says, "Such persons in disciplinary status, including probation, ... are not eligible for and shall not be discharged or transferred for discharge under this authority until disciplinary features ... are completed."

(2) Yes. Discharge by reason of expiration of enlistment automatically sets aside the unexecuted portion of fines adjudged by courts-martial. Such sentences are not a bar to discharge of individuals upon expiration of enlistment.

(3) No. There are provisions in existence whereby an individual may liquidate fines adjudged by courts-martial at a greater rate than specified by the sentence. — Ed.

Is All Hands Official?

SIR: (1) A little confusion has arisen over the beneficiary slips on pages 7-8 of the enlisted service record. Which address would be used by a married man who has his family living with him at his duty station—the one where his family actually resides near the duty station, or his family's permanent home address?

(2) Is the information given out by ALL HANDS considered official? — J.P., YN2.

• (1) The one where his family actually resides. The page 7-8 of the enlisted service record refers only to current address of a man's immediate family and is used by the Navy to notify the family in case of emergency. It is therefore imperative that a new page 7-8 be executed each time the family moves showing the actual present place of residence of the family.

(2) ALL HANDS is a semi-official publication. Any reference to regulations, orders and directives is for information only and cannot be considered as authority for action.

ALL HANDS' part is to see that you are kept informed. To do this properly, every item in the magazine is checked by the Navy Department official who has charge of the particular matter in question.

Letters to the editor are sent to the proper official, who prepares an answer. The letter and his answer are then edited and otherwise prepared for printing by the staff, then returned to the official once again. He signs a clearance sheet to signify approval of the answer in that form, and the item is mailed to the printer.

So although ALL HANDS is semi-official in nature, you are getting your information from the Navy Department authority who has charge of the particular program and would prepare an official directive on the subject, such as a BuPers Circular Letter or an Alnav. — Ed.

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying The Editor, All Hands Magazine, Room 1809, Bureau of Personnel, Navy Department, Washington 25, D. C. four or more months in advance.

• **Naval Communications Annex** (Wave crews of Captains Dennis and Williams) — A reunion of Waves who worked in these two captains' offices at the Naval Communications Annex during World War II, to be held in Washington, D. C. on 28, 29 and 30 July 1950. For additional information, write Miss Virginia Starkey, 20 Plattsburg Court NW, Washington, D. C.; Mrs. Ernest Eads, 2201 North Second St., Arlington, Va.; or Miss Evelyn Gourley, 905 North Wayne St., Arlington, Va.

• **18th Special Construction Battalion** — The fifth annual reunion, to be held at the Harding Hotel, Marion, Ohio, on 7 Oct 1950. Write Floyd M. Wilson, 741 Henry St., Marion, Ohio, if additional information is desired.

• **Seabee Veterans of America** — National convention will be held at Colorado Springs, Colo., on 21, 22 and 23 Sept 1950. A delegation of several hundred, representing more than 30 states, is expected. National headquarters can be contacted by writing John Guminski, 3150 South Aberdeen St., Chicago 8, Ill.

• **33rd Seabees** — Fourth annual reunion, Saturday evening, 16 Sept 1950. Location: Hotel Statler, 7th Ave. and 33rd St., New York City. For more information, if desired, write C. A. Decker, 387 Union Ave., Staten Island 3, New York.

• **Crane-Burns City Navy-Marine reunion** — Navy and Marine Corps personnel who were stationed at Crane or Burns City, Ind., will hold their fifth annual reunion at Bloomington, Ind., on 2, 3 and 4 Sept 1950. Additional information can be obtained from Crane Alumni President Clyde W. Taylor, 1000 S. Walnut St., Bloomington, Ind.

• **71st Construction Battalion** — A reunion of the members of this battalion will be held on 24 and 25 Nov 1950 at Atlanta, Ga. For information, contact George O. Vick, 2380 Boulevard Drive N.E., Atlanta.

• **127th Construction Battalion** — The fourth annual reunion of this unit will be held in Chicago on 14 and 15 Oct 1950. Early response from all interested parties is urged, to enable the organizers to secure adequate accommodations for members and their wives. Write R. Nielson, 1131 McDonald Ave., Brooklyn 30, N. Y.

• **uss LCI (G) 78** — All former crew members who are interested in

helping to organize a reunion late this summer should contact Robert W. Lewis, 309 Laurel Ave., Cresson, Pa. Place and exact date will be selected by a majority-vote of those who respond.

• **LCI (L) Flotilla 8** — All former members of this flotilla interested in holding a reunion in autumn 1950 in New York City should contact W. L. Hall, 131 Lalley Blvd., Fairfield, Conn. Send addresses of other former shipmates, if known.

• **uss LSM 557** — All former crew members who are interested in holding a reunion in the near future should write John J. Sonzogni, 3318 N. 16th St., Philadelphia, Pa.

• **VPB 13** — Thomas G. Dunn of 1055 Richford Terrace, Elizabeth, N. J., is interested in hearing from all former members of Squadron 13 in view of organizing a reunion. Send addresses of your Coronado buddies to him.

• **9th Seabees** — All former members of the 9th Seabees are requested to contact Jerry Ullman, 416 Fifth St. NW, Washington 1, D. C., with the idea of arranging a reunion in September, either in Washington, D. C., or at any other location most convenient to the majority. Simultaneous reunions on the east and west coasts are also possible.

• **uss Coghlan (DD 606)** — All former crew members interested in attending the first reunion of this ship's company, with place and date still to be decided, should write to Joseph N. Mamola, 36 Sickles St., New York 34, N. Y.

• **uss LSM 557** — A reunion is contemplated for all former crew members of this vessel, to be held some time in the near future. All interested should write John J. Sonzogni, 3318 N. 16th St., Philadelphia, Pa.

• **71st Construction Battalion** — A reunion of the members of this battalion will be held on 24 and 25 Nov 1950 at Atlanta, Ga. For information, contact George O. Vick, 2380 Boulevard Drive, N.E., Atlanta.

• **127th Construction Battalion** — The fourth annual reunion of this unit will be held in Chicago, Ill., on 14 and 15 Oct 1950. Early response from all those interested will enable the organizing members to help in securing adequate accommodations for members and their wives. Write R. Nielson, 1131 McDonald Ave., Brooklyn 30, N. Y.

• **uss Cannon (DE 99)** — All former shipmates interested in a reunion should contact Robert T. Olinger, 1023 Orr Ave., Kittanning, Pa., with suggestions of time and place.



TODAY'S NAVY



USS *Bataan* Reactivated; Bolstered Flight Deck Enables Her to Carry Heavier Planes

USS *Bataan* (CVL 29) is now back in commission — as an antisubmarine aircraft carrier — after alterations and more than three years of inactivity. Recommissioning took place at the Naval Shipyard, Philadelphia, Pa., on 13 May.

Bataan was built in 1942 and 1943, at the New York Shipbuilding Corporation, Camden, N. J. She was the first U. S. Navy ship to be named in memory of a World War II battle. After her commissioning on 17 Nov 1943, the flattop took part in Pacific action all the way up to the Japanese homeland. In her 142 air-group strikes against the enemy, *Bataan* rolled up a score of 129 enemy planes shot down and 112 destroyed or damaged on the ground.

In 1947, the ship was decommissioned and placed in the reserve fleet

at Philadelphia. Alterations preceding her recommissioning included strengthening the flight deck and hangar deck, installing a larger port-side catapult, revising magazine arrangements, installing new electronic equipment, and correcting stability to counter the added topside weight.

Survivors of the *Bataan* "death march" and personnel who served aboard the carrier *Bataan* during World War II were invited to attend the recommissioning ceremony.

Bataan will join Carrier Division 15 at San Diego, Calif., after a normal post-commissioning shakedown in east coast waters.

Pert 'Plank-Owner' Visits CV

One of the many schoolchildren whose war bonds helped build the aircraft carrier *uss Valley Forge* (CV 45) recently paid a visit to the ship.

Little Sheryl Rae Shoenherr, pert five-year-old daughter of Aviation Chief Machinist's Mate Walter and Adelaide Shoenherr, was escorted about the ship by the commanding officer, Captain L. K. Rice, USN.

Displaying a fine eye for striking power, Sheryl Rae turned to Captain Rice at one point and said, "This big one sure holds more planes than the 'Bing-ding!'" (Her father formerly served on board *uss Badoeng Strait*).

As the possessor of a \$50 war bond, Sheryl Rae is classed as one of the original honorary "plank-owners."

← The Navy in Pictures

VISITORS crowd rails of USS *Timbalier* (AVP 54) during Armed Forces Day celebration (top right). Top left: Begum of Liaquat Ali Khan inspects Waves of 12th ND. Left center: Crew of USS *Worcester* (CL 144) distribute gifts and clothes at orphanage in Lisbon, Portugal. Bottom left: At NAS New Orleans, EMs sport carrier-type T-shirts during weekend drills. Bottom right: USS *Charles E. Brannon* (DE 446) executes a graceful 180 prior to departure on Reserve training cruise. Right center: Her belly heavy with antisubmarine radar gear, P2V-4 *Neptune* roars aloft powered by newly developed compound engines.

YESTERDAY'S NAVY



Islands of Lipari and Stromboli surrendered to U.S. forces 17 Aug 1943. Office of Chief of Naval Operations established by an Act of Congress 29 Aug 1916. Hatteras Inlet, N. C., captured by U. S. squadron 28-29 Aug 1861.

AUGUST 1950

SUN	MON	TUE	WED	THU	FRI	SAT
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		



NOW CONTENT with his duties as maintenance mascot at Willow Grove, 'Split' was found and cared for by Jim Dillon, AMI, after being hit by a car.

Small Does Big Job

By the equestrian statue of Albert, King of the Belgians, in Ghent, twenty members of the crew of *USS Ernest G. Small* (DD 838) and the ship's commanding officer gathered to represent their shipmates in paying homage to the memory of the late ruler of the Lowland Country.

While a Belgian band played the Star Spangled Banner, and high ranking officers of Belgium's armed forces and members of the U. S. diplomatic corps looked on, a wreath was placed at the foot of the statue. Thousands of Belgians crowded surrounding streets to witness the ceremony.

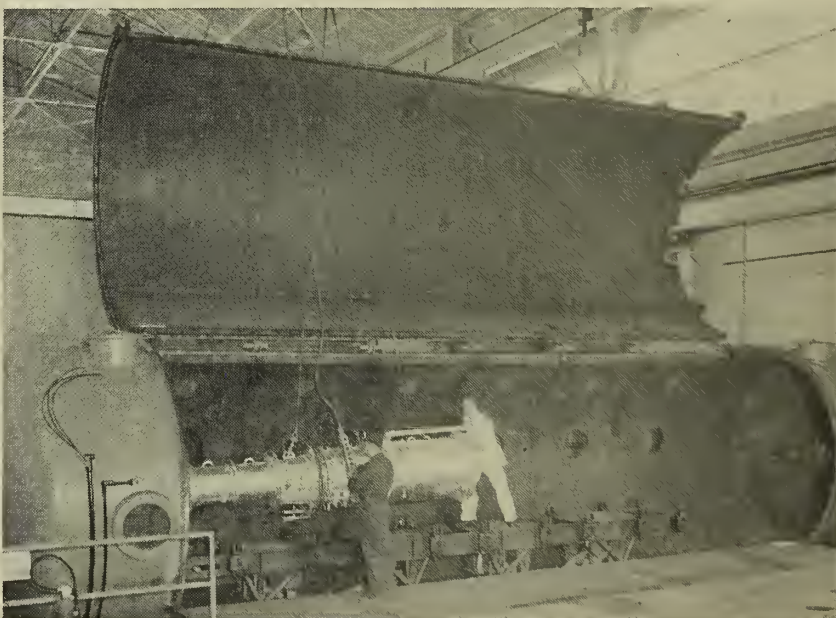
The destroyer was in Ghent for the Belgium Fair along with fleet units from the navies of Great Britain, The Netherlands and Belgium. The ships present joined with the *Small* in honoring the Belgian monarch. Each ship's commanding officer placed a wreath as the National Anthem of his country was played.

Following the ceremony at King Albert's memorial the naval contingents paraded through the streets of the ancient and beautiful Flemish city.

Highlight of Fair Week in Ghent was the celebration of the quinquennial Floralieen, lavish floral displays to which *Small's* crew members were admitted free of charge.

In response to the many forms of

entertainment provided them by the citizens of Ghent, the ship's crew staged a series of open house days during which thousands of Belgians thronged over the destroyer. At a party on board, the men became fathers-for-a-day to a group of war orphans who left *Small* stuffed with ice cream, cake and baked chicken, and fond memories of 250 members of Uncle Sam's unofficial diplomatic corps. — Kenneth Barnsdale, JO1, USN.



HIGH-ALTITUDE chamber recently built in Texas for testing ramjets can simulate altitudes up to 20 miles and velocities in neighborhood of Mach 4.

New Altitude Test Chamber

A new cylindrical test chamber at the Ordnance Aerophysics Laboratory at Daingerfield, Tex., is being used to test large Navy ramjet engines at simulated altitudes of 100,000 feet and simulated speeds several times the speed of sound.

The Ordnance Aerophysics Laboratory is operated primarily for the Navy Bureau of Ordnance, by the Consolidated-Vultee Aircraft Corporation. It is under the technical direction of the Applied Physics Laboratory, Johns Hopkins University.

The new chamber is 10 feet in diameter and 125 feet in length. It makes possible for the first time extremely high-altitude tests with standard ramjet engines as large as four feet in diameter. Such tests have been possible with smaller ramjet engines — those six inches or less in diameter — for the past two years at the Applied Physics Laboratory, Johns Hopkins University, Silver Spring, Md. However, tests of large full-scale ramjet engines have been limited heretofore to simulated altitudes of 20,000 feet.

Ramjet engines, or "flying stovepipes," are power plants of the type used in certain supersonic guided missiles. Tests performed in laboratories have many advantages, scientists declare. Among them are more ease in obtaining data, and a great saving in money. Free flight tests, usually resulting in destruction of the

missile, can be largely eliminated in laboratories such as the one at Dain-gerville.

Vacuum in the new test chamber to simulate high altitudes is obtained by use of steam-jet ejectors and turbo blowers. A high capacity cooling system for vacuum machinery and the ramjet exhaust cooling chamber circulates 30,000 gallons of water per minute.

The Ordnance Aerophysics Laboratory has been operating three sea-level ramjet test chambers and a supersonic wind tunnel capable of speeds up to 1,800 miles per hour.

New Angle for Link Trainees

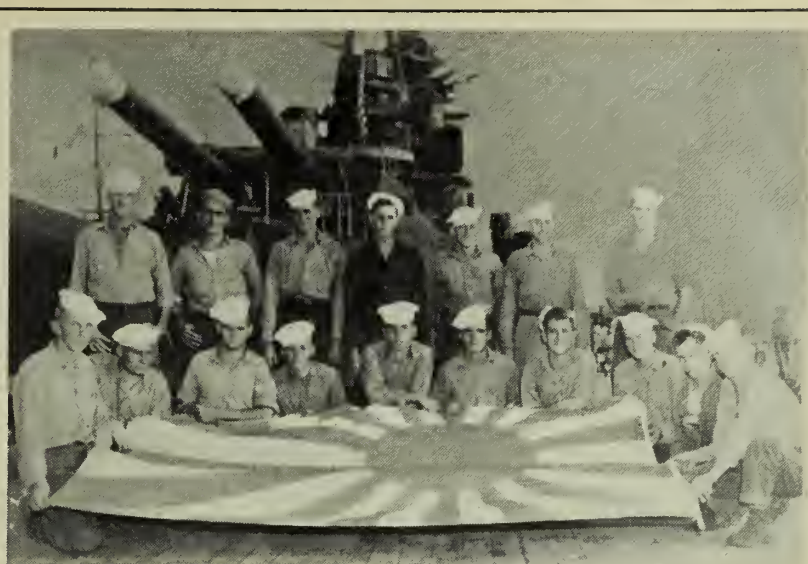
The latest thing at the Marine Corps Air Station, El Toro, Santa Ana, Calif., is an air traffic control center for Link trainers.

For a long time now, flight students have been getting some of their early training in earth-bound devices called Link trainers. In these, tyro pilots could — and can — make a few inevitable mistakes without ruining their careers. Enclosed by a hood, the student must “fly” his Link trainer entirely on instruments, as he would a real plane in bad weather.

Now, with the new air traffic control center, Link training offers new possibilities. Pilots can now “fly” a course to a mythical destination where an approach controller takes over. The approach control operator can “stack” the planes over the “field” and direct them, one at a time, to make a landing.

The operator sits at his panel in a room separate from the one in which the four Links are located. He has also before him a chart showing the radio beams along which his pilots are flying, and a board-and-card affair which indicates the positions of his planes. The air traffic control officer is in touch with all his pilots by two-way radio, and the hook-up is so arranged that other students can listen in. These observers can watch the movement of planes by the changing location of cards at the controller's desk.

The training-type air traffic control center was designed and assembled by an enlisted Marine — Master Sergeant William H. Kirchner. He built it of spare parts and salvaged material. It can be used also for training ground radio station operators who direct the movement of aircraft on the air lanes.



POSSIBILITY exists that the man in the dark uniform standing in the rear row is Raymond E. Handley. Photo was taken aboard the Jap BB *Nagato*.

Do You Know the Identity of This Man?

On 21 Feb 1945, the escort aircraft carrier *uss Bismark Sea* (CVE 95) was sunk in action near Iwo Jima. As the ship was settling in the water, a young electrician's mate named Raymond E. Handley was seen to go overboard and swim away. Handley was known to be a strong swimmer, but as far as is known, nobody has seen him since. The Navy assumed him to be lost.

On 30 Aug 1945, a nucleus crew from the battleship *uss South Dakota* (BB 56) was transported aboard a U. S. destroyer to the Japanese battleship *Nagato*. At 0805 that morning, the boarding party was received by surrendering Japanese officers and crewmen and given possession of the ship. Five minutes later, the Japanese flag was hauled down and the U. S. ensign and jack were hoisted. At some time that day — perhaps immediately — members of the prize crew were photographed surrounding the Japanese flag. (See photo above.)

The photograph was printed in state-side papers. The mother of Raymond E. Handley, the *Bismark Sea* man, saw the picture in her local newspaper and thought she recognized her son: center man, rear row. (Also, see enlarged photo at right.) Many possibilities came to mind. Had her son survived the *Bismark Sea* sinking but fallen victim of amnesia? Was he now again

on active duty, under a different name — not knowing his own identity?

The years of effort to identify the man have proved fruitless. In fact, at the time this was written, not one of the men in the photograph above had been identified.

Perhaps one of our readers can tell us. If you can identify the serviceman, or think you can, drop a line to the Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Washington 25, D. C.



WHO IS THIS MAN? — Positive identification will bring to an end a mother's anguished search.



COMPOUND ENGINE on Navy's new *Neptune* acquires 20% power boost by harnessing energy from exhaust gases through three turbines (circled).

Flag Rank Orders

Flag rank orders for last month:

Rear Admiral Ernest E. Herrmann, USN, ordered as Superintendent of Naval Post Graduate School, Annapolis, Maryland.

Rear Admiral Edward A. Solomons, USN, Assistant Chief of Naval Operations, (Personnel Division), Naval Operations, ordered as Commander Destroyer Flotilla Four, Atlantic Fleet.

Rear Admiral George F. Yoran, USN, Supply Officer on Staff, Commander Military Sea Transportation Service, Washington, ordered to Office of Chief of Naval Material for duty.

Rear Admiral Irving M. McQuiston (AV), USN, Advisor, Naval Air Reserve, ordered to duty with Civilian Components Policy Board, Office of the Secretary of Defense.

3 Decades of Service Ended

A chief hospitalman "outranked" the captain during a certain Saturday inspection at the Naval Amphibious Base, Coronado, San Diego, Calif. Leonard R. McNeil, HMC, USN, was head man of the inspecting party.

The whole thing goes back to the fact that the day was an important milestone in McNeil's life. He was completing 30 full years of active naval service. In consideration of this fact, he was man of the hour.

The chief's three decades in the Navy were completed without a blot on his conduct record. Not only was

he good to the Navy all that time, but, "The Navy has been good to me," he says. "Throughout my career I have always received fair and just treatment. It is my honest conviction that all naval personnel, both officer and enlisted, receive the utmost fairness and justice from their superiors."

McNeil enlisted in the Navy in 1920, at Dallas, Tex. The pinnacle of his career came during the war years, when he attained the rank of lieutenant (junior grade). In 1946, he voluntarily reverted to CPO.



RETIRING on 30, Leonard R. McNeil, HMC, USN, leads inspection party at Amphib Base, San Diego.

New Powerplant for *Neptunes*

The P2V *Neptune*, the Navy's long-range antisubmarine patrol plane, will be able to fly farther without refueling as a result of the installation of a newly developed "compound" engine.

The new engine includes three gas turbines which are used to harness the hot gas expelled from the plane's primary reciprocating engine and make the compound engine a more efficient power plant.

With one of these compound engines under the cowl, a *Neptune* should have a normal cruising range of more than 6,000 miles without refueling. That's 1,000 miles farther than the plane can now cruise non-stop.

In addition, the new engine will develop an added 550 horsepower and will enable the *Neptune* to not only fly farther but to get off the ground faster on take-off.

The newest *Neptune* carries radar capable of detecting small targets, such as a snorkel tube, over a much greater distance than heretofore possible with long-range patrol planes. Its armament includes cannon, rockets, torpedoes, mines, bombs and depth charges.

Far North Resupply

Sailors and scientists, stationed in Navy outposts in Alaska, will soon receive their yearly quota of much-needed supplies.

These Navy men and civilians man the Naval Petroleum Reserve No. 4 and the Arctic Research Laboratory and are provisioned once a year by the annual Point Barrow Resupply Expedition.

This year's expedition, consisting of eight ships, is the fifth to make the trip. The force includes three cargo ships, one transport, one fleet tanker, two LSTs and an icebreaker.

The ships are: *uss Henrico* (APA 45), flagship for the expedition; the attack cargo ships *uss Seminole* (AKA 104), *uss Washburn* (AKA 108), and *uss Oberon* (AKA 14); *uss Ashtabula* (AO 51); LST 1126 and LST 1146; and the icebreaker *uss Burton Island* (AGB 1).

A Coast Guard icebreaker, *Northwind*, will also be available should the force become icebound. A helicopter detachment from the Pacific Fleet Air Force and a patrol plane squadron from the Alaskan Sea Frontier will assist in gathering weather

and ice information for the expedition.

Since northern Alaskan ports are ice-locked much of the year, ships must move in and unload with utmost speed before the icepack closes in once again. Crews must often work around the clock, aided by the extended period of daylight in the Alaskan area.

In addition to the main base at Point Barrow, supplies will be landed at Point Lay, Pitt Point and Tigvarik Island — all points along the perimeter of the Alaskan mainland. Two Coast and Geodetic Survey ships will be refueled at Port Clarence. Fuel will also be pumped ashore at Dutch Harbor in the Aleutian chain.

Vital supplies to be delivered include everything from drums of fuel oil to cans of corned beef. Lumber and tools are needed for construction work; additional vehicles for transportation; gasoline for the vehicles. Food staples also make up a good part of the expedition's cargo.

Fresh food and other perishable or emergency supplies are flown into Point Barrow during the year.

Amigo Policy in Action

When the city of Santiago, Cuba, found itself running short of water, two water barges from the U. S. Naval Operating Base, Guantanamo Bay, arrived on the scene with more than a half million gallons of the stuff. At the same time, two Cuban frigates were in New Orleans, La., in the course of a goodwill tour.

All this *amigo* business took place on the 100th anniversary of the Cuban flag. The *agua* portion of it had no connection with the Cuban flag's centennial, however. Santiago has a critical water problem, and U. S. Navy water barges from "Gitmo" will continue to aid the city until the crisis is over.



REUNION in Hawaii—Charles Lee Wright, BM2, greets his wife Betty and son Charles Jr. on arrival in Pearl aboard the transport *Thomas Jefferson*.

But the New Orleans event *was* based on the centennial celebration. Personnel of the two Cuban frigates — *Maximo Gomez* and *Antonio Maceo* — paraded in N. O., along with 200 Cuban marines, a Cuban marine band and members of the U. S. Navy. The 100-year-old Cuban flag was honored at noontime ceremonies at City Hall. It was in New Orleans that the Cuban flag was first unfurled, on 11 May 1850.

Leaving New Orleans, the two Cuban ships sailed for Progreso, Mexico, accompanied by the U. S. destroyer escort *uss Maloy* (DE 791). At Progreso, the three ships were joined by two Mexican vessels, then sailed for Cardenas, Cuba, via *Islas Mujeres*. From Cardenas, the five ships steamed to Havana in time for the Cuban Independence Day celebration.

'Copters Are Clever

"What will these outsiders think of next?" citizens of the Caroline atoll of Mokil wondered as the strange, slow-moving thunderbird hovered over the coconut trees. The great gray ship lying outside the reef was nothing unique, and most of the people had seen planes of the winged type; but this was something new — something to send the children scampering into the bushes.

A helicopter was what they saw — a Navy helicopter from the heavy cruiser *uss Rochester* (CA 124). Admiral Arthur W. Radford, USN, was making an inspection tour of the Trust Territories of the Pacific Islands. A dangerous reef made landing by boat impractical so the admiral came in via 'copter. At low tide there was an area approximately 100 feet square free of trees at the water's edge. This served as a landing field. When the machine was safely down, the inhabitants gathered around, and the small fry came out of hiding for a look-see.

At another island in the eastern Carolines, the helicopter served on a mercy mission. Some of the people on Pingelap Atoll were found to have an eye defect which made their eyes extremely sensitive to bright sunlight. A box of sun glasses was found aboard *Rochester*. The colored specs were lowered to the light-allergic citizens from the helicopter, which hovered over their village.



SHOOTINGEST SHIP in Navy and long-time guinea pig for testing experimental naval ordnance, *Winslow* heads for Charleston, S.C., and mothballs.



BIG BROWN EYES of Asbestos Abner, crash-fire training dummy, must appeal to lovely Marcy Matlock.

Hospital Transferred to VA

The \$10,000,000 U. S. Naval Hospital at Long Beach, Calif., having completed its former mission, has been transferred to the Veterans Administration.

The decision to transfer rather than disestablish the facility was made when it was realized a substantial savings to the government with no decrease in the standards for veterans could be accomplished by the VA's use of the hospital.

As a naval hospital, the unit rendered seven and a half years of outstanding medical service.

Plans for the hospital were conceived prior to World War II when the need for such an institution in the Los Angeles vicinity became obvious, and concrete was first poured the day before the Pearl Harbor attack. Commissioning ceremonies were held a year later.

Established on land rich in Indian, Spanish, Mexican and early American history, the unit originally was planned to accommodate 300 patients, but expansion was so rapid that in less than a year the hospital had grown to house 1,125 patients. Later, the capacity was increased to 3,270 but even this proved inadequate to care for the peak load of 3,913 reached in December 1945. In that month a total of 55,881 patients had been admitted since the hospital's founding.

As an example of the demands

placed upon the Long Beach activity, during 1943-1944 drafts of 200 to 300 casualties were received on consecutive days, and on one day alone 649 Marines arrived from South Pacific battle areas.

In March 1945 the hospital was designated the tumor center (cancer) for all naval cases occurring in the West Coast and Pacific areas. All in all, the medical center is recognized as one of the world's most modern and completely equipped service hospitals.

The permanent buildings are designed to withstand fire and earthquake, and bombproof cellars were improvised. For recreational purposes, facilities include a golf course and a 50x164-foot swimming pool.

In addition to war casualties, service to dependents became a big factor in the hospital's administration.

Still another responsibility was added when the Surgeon General made 100 beds available for VA patients. This number was increased later to 400.

In June 1949, the unification of medical services program resulted in the establishment at the hospital of Army and Air Force technical units and personnel.

Nearly as impressive as the hospital's medical history is its roster of distinguished and celebrated visitors.

High-ranking military and government officials were frequent visitors. Helen Keller, the famous blind-deaf author and lecturer, came there to

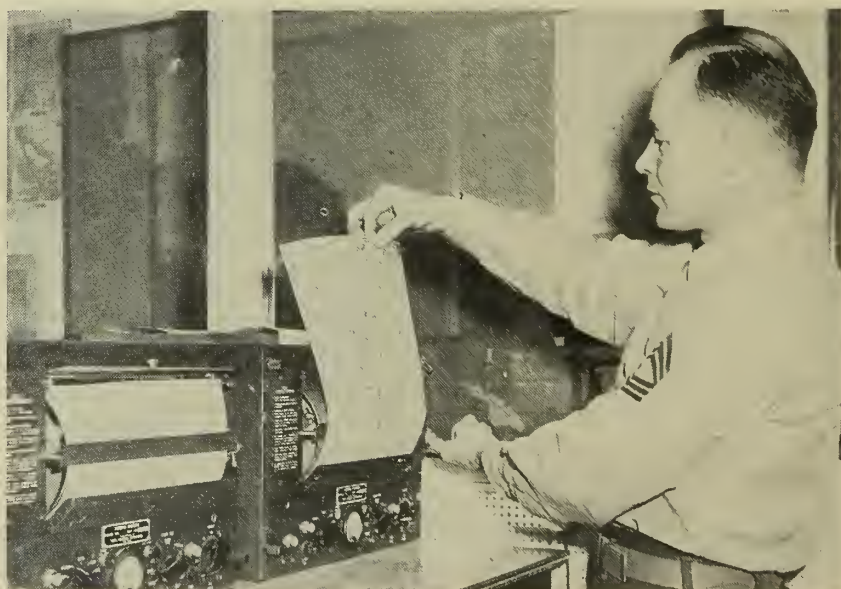


LONG AND SHORT of personnel situation at Dallas are (L to R) E. D. Revier, GM3, and W. Knowles, AR.

encourage the severely handicapped.

Fortunately, proximity to the nation's cinema capital made possible a steady parade of celebrities who gave of their time and talent to cheer the sick and wounded.

In July 1945, Fleet Admiral Chen Soa-kuan of the Chinese Navy came to talk with Chinese patients, and even the Japanese got into the act when Emperor Hirohito's white Arabian stallion was on exhibition at the hospital grounds in January 1948.



DAILY weather map transmission from the Pentagon is removed from the facsimile recorder in aerology office at MCAS El Toro by MSgt W. P. Smith.

42 Years a Leatherneck

It was time for the annual requalification with the carbine, so Harry D. Bartley, MSgt, USMC, reported to the rifle range along with the others. It was on a purely voluntary basis in his case. He could have stopped requalifying when he reached the age of 35 — back in 1913.

Sergeant Bartley is 74 years old, and is believed to be the man with the longest "straight" enlisted service in the Marine Corps. He is rounding out 42 years as a leatherneck.

The sergeant's coach at the Quantico rifle range was a PFC with 20 years behind him — 20 years of life, that is; not Marine Corps duty.

Bartley's first tour of duty at Quantico, Va., came about in 1917, when the place was a Marine training base. Although the leatherneck already had several years of service time behind him, Quantico seemed pretty primitive, he recalls. Mud streets, board walks, cold barracks. It's all in a career, he philosophizes now, and if he has his way his career will run for another quarter of a century yet.

Helena Cruises Jap Waters

More than 200 Army and Air Force personnel were aboard the heavy cruiser *uss Helena* (CA 75) and two destroyers as Navy guests on an early spring cruise to northern Japanese ports.

Several cities on the islands of Hokkaido and Honshu were visited by *Helena* and the destroyers *uss Agerholm* (DD 826) and *uss Bausell* (DD 845) in the course of the cruise.

First port of call was the village of Nemuro, on the eastern tip of the island of Hokkaido.

Leaving Nemuro, the ships separated and each visited a separate port. *Helena* proceeded to Hakodate, to the southward and westward of Nemuro. The destroyers steamed to Ominato and Aomori on the northern tip of Honshu — but also south of Nemuro. Leaving these ports, the ships went in unison to Otaru, a western Hokkaido port.

The period spent in Otaru Bay was the climax of the cruise. All hands, and shutterbugs in particular, were impressed by the beauty of the harbor and the snow-capped mountains nearby.

On the second of the two days spent there, the ships held "open house" for U. S. military forces, U. S. civilians and dependents in the Otaru-Sapporao area.



74-YEAR-OLD Harry D. Bartley, MSgt, USMC, reported to the range for annual carbine requalification. His coach is 20-year-old C. F. Polk, Pfc.

Leaving Otaru, the ships made a patrol sweep of northern Japanese waters, visited the island of Rebunshiri, and headed southward. The two destroyers made a brief stop at Sendai on Honshu Island, after which all three vessels returned to Yokosuka.

The ships which made the northern cruise are known as Naval Support Group, Far East. *Helena* was flagship of that group and of Com-CruDiv 3.



PRISONERS in China for 19 months, Elmer Bender, MSgt, and William Smith, RMC, board plane for home

New Pilotless Ram-Jet Drone

A new radio-controlled ram-jet drone has been developed for the Navy.

Two of the new pilotless flying targets, which have a wing span of 10 feet, have been delivered to the Naval Air Development Center, Johnsville, Pa. Designated the KDM-1, it is a much improved drone than the *Gorgon IV*, a pilotless craft which was the Navy's first jet-powered drone. KDM-1s will be tracked by radar as they simulate the flight of an attacking plane.

A "mother" plane is used to control the flight of the flying target. The larger plane carries the drone by means of a special pylon attached to a wing tip, releasing it when launching speed and altitude are reached.

Once released, the drone may be guided entirely by radio. Controls may be pre-set before launching, but can be overridden by radio at any time the control officer desires. Because the ram-jet engine tends to build up high speeds, drag brakes are used on the drone to hold it down to sub-sonic speeds during firing tests.

Power plant on the KDM-1 is an improved version of the jet engine used to power the *Gorgon IV*. The fuel pump was replaced by a pressure fuel system, and the engine has no moving parts. The ram-jet is suspended beneath the drone, near the tail.

SERVICESCOPE

Brief news items about other branches of the armed services.

★ ★ ★

DEHYDRATED PEA SOUP that requires no cooking whatever is the latest thing in Army emergency rations.

The new dried soup is designed for use by soldiers who accidentally become separated from the commands — and from their commands' cooking facilities. You simply put your soup powder into your mess-kit cup, add water, and heat to the proper temperature. A cigarette lighter will do the job. Army Quartermaster Corps people point out with pride that other dehydrated soups require cooking for six to 10 minutes.

To make the raw material for the soup, peas are pre-cooked, then dehydrated to a great degree. After that, fats and seasonings are blended into the product. When later mixed with water and warmed, the product is said to be as good as any other pea soup. The Quartermaster Food and Container Institute for the Armed Forces, at Chicago, is working toward development of other types of dehydrated soups.

Attention, inventors: Here's something to work on — a packet of dehydrated water to go with these soups, or for emergency drinking.

★ ★ ★

THEY KNEW he was coming, so they baked a cake. And the cake was cut and served in a traditional ceremony aboard USS *Wright* (CVL 49) when, during operations off Norfolk, Va., a pilot made the 24,000th landing on that carrier.

The cake ceremony, peculiar only to naval carrier aviation, had been performed whenever a Navy pilot became the flier to record a 1,000th landing for a particular carrier. In this instance, however, the officer so honored was an Air Force pilot, Major W. H. Powell, USAF.

Major Powell, who was a POW for four years in various Japanese prison camps and a survivor of the notorious Bataan death march, is assigned to the Navy's Fighter Squadron 33 based at Quonset Point, R. I. He came from USAF 52nd Fighter Group, McGuire AFB, Fort Dix, N. J., as one of 50 officers operating with the Navy under the Air Force-Navy pilot exchange system of the armed forces unification program.



UNIQUE configuration of three-jet XB-51 is apparent in pull-up at completion of high-speed, low-level test run.

MEDICAL RESEARCHERS of the Air Force have come up with three new drugs which they consider as good as dramamine for preventing air sickness. All, however, have certain drawbacks which prevent their being ideal for use by plane crews.

The three drugs mentioned are benadryl, hyoscine and artane. Benadryl, like dramamine, has the knack of making people sleepy as well as nausea-proof. Hyoscine and artane, while not sleep-inducing, tend to make the taker's mouth feel dry and to blur his vision a bit. The latter feature, especially, isn't desirable in an air-sickness cure.

★ ★ ★

B-29 SUPERFORTS with special modifications, and a 30-foot lifeboat slung beneath, are the latest thing in Air Force air rescue equipment. The planes are called SB-29s, with the "S" designating "search-and-rescue" aircraft.

Sixteen of the SB-29s have been ordered, with the first two already delivered to the AF Air Rescue Service. Modification was performed by the Air Material Command. The Air Force's Air Rescue Service is a MATS support organization. It provides rescue service for U. S. military forces and civilian aircraft in distress, throughout the world.

Adaptation of B-29s for air-rescue service consists primarily of removing the lower forward gun turret to permit carrying the A-3 lifeboat. The SB-29s will replace 16 SB-17s — modified B-17s — enabling the Air Rescue Service to make search flights of longer duration and greater range.

Lifeboats carried by SB-29s are of all-metal construction. They are powered by a four-cylinder engine which is enclosed in a water-tight compartment. The boats can be dropped by parachute, with a main 100-foot chute and a smaller pilot chute easing them to the water from heights of 500 to 700 feet.

★ ★ ★

AROUND THIS TIME of the year, the area near El Centro, Calif., is one of the hottest places on earth. The Army, because of that fact, has some men and a considerable amount of equipment there for an eight-week materiel test. They are calling the operation, appropriately enough, Task Force Furnace II.

Task Force Furnace, the predecessor of Task Force Furnace II, operated for three months in the desert near Yuma, Ariz., in the summer of 1947. The present operation, like that one, has no connection with tactics and maneuvers. It is intended entirely for testing equipment in desert use.

More than 150 men make up the personnel of Task Force Furnace II. The group, including officers, enlisted men and civilians, consists of detachments from three activities: Army Field Forces Board No. 1 at Fort Bragg, N. C.; Army Field Forces Board No. 2 at Fort Knox, Ky.; the Quartermaster Board at Fort Lee, Va., besides administrative troops from the Sixth Army area in the western U. S. Equipment being thoroughly tested in the desert environment includes tanks, tractors, vehicles of all kinds, radio equipment, refrigeration units, water purifiers, clothing, ice cream plants and a great many other items. Even sunburn lotion is getting a chance to prove itself in the 120-degree sunlight.

A REHABILITATION PROGRAM conducted by the Army at the U. S. Disciplinary Barracks, Milwaukee, Wisc., has been responsible for saving more than \$60,000 of Navy funds.

At the disciplinary barracks, men are taught useful skills in the Army rehabilitation program. The Navy had approximately 3,000 typewriters at the Naval Supply Depot at Great Lakes which needed cleaning and overhauling. The job appeared to be one that would cost Uncle Sam approximately \$75,000. But it ended up by costing only about one-fifth that much. The Army taught soldiers at the disciplinary barracks how to renovate typewriters. The soldiers did the job, gaining valuable experience — and did it at a cost of only \$5 per machine instead of \$25.

This close cooperation between the Naval Supply Depot at Great Lakes and Army activities in the area has resulted in other savings and benefits. Converting certain buildings to warehouses, NSD needed thousands of bin dividers and identification signs. U. S. Disciplinary Barracks shops did the work, with the Navy paying only for material and transportation.

Instead of storing several months' supply of coffee, NSD now obtains coffee frequently — and in smaller quantities — from the roasting plant at the Army Quartermaster Depot. As a result, storage space at NSD is made available for other uses.

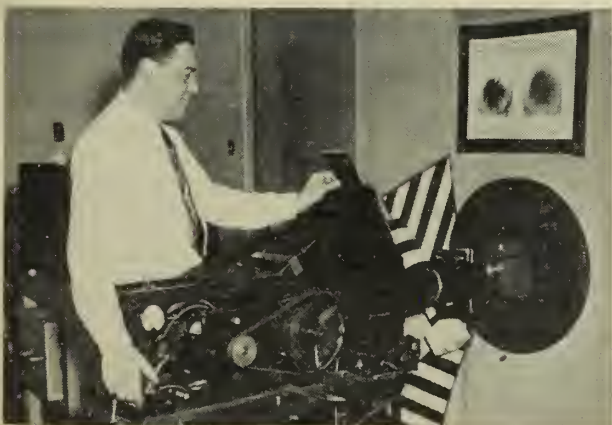
* * *

To "WATCH" how a shell explodes, the Army has developed a new high-speed camera.

In order to design the proper type of shell, ordnance experts need to know the "explosion pattern" of the shell. The new camera will help discover a shell's explosion pattern without expensive experimentation.

Designed to photograph in rapid succession the unfolding of a split-second detonation, the camera records shock waves moving at speeds up to 18,000 miles per hour and can expose pictures on film as little as 100,000,000th of a second apart.

The high-speed camera was built from spare parts and scrap equipment at a cost of only \$500 by a civilian employee of the Army's Aberdeen Proving Ground in Maryland. The camera is expected to help materially in the future design and development of war weapons.



SUPER-SPEED CAMERA developed by Army photographs explosions at rate of 100 million frames a second.



TANK CREW watches 'Aggressor' units withdrawing during maneuvers by 2nd Armored Division at Fort Hood.

AN ARMY MEDICAL TEAM is testing a new vaccine which may prove to be a potent counteragent to two of mankind's most troublesome diseases.

The diseases are scrub typhus, which sometimes hampered allied troop movements during World War II more than the Japanese, and typhoid fever, a well known plague in many parts of the world.

In a steaming hot, disease-ridden village hacked out of the dank jungles of Malaya, Kuala Lumpur, five of the Army's medical men are putting the new vaccine to the test. Scrub typhus is widespread in Kuala Lumpur and is an important health problem as far afield as Japan.

If the new vaccine passes its field tests, the Army will add it to its medicine chest. Should U. S. soldiers or sailors ever have to fight again in the jungles of the Pacific, the Medical Corps will be ready to protect their health.

* * *

HERE'S A JOB that would stop the Chattanooga shoeshine boy dead in his tracks: placing a plastic coating on 2,000,000 pairs of Army combat boots. It's going to be done, however.

As almost everybody knows, soldiers often wear a sturdy type of ankle-high shoes with a two-inch buckled band at the top. These boots feel comfortable and wear well. Eleven million Army men wore them with satisfaction during the war.

There has been only one thing wrong with them. To make them nice and smooth inside, the manufacturers — in accordance with specifications — put the rough side out. That has made them a trifle on the crude side in appearance. True — they haven't revealed scratches encountered in wear; the rough exterior has also been valuable in "holding" water-repelling grease. But they were hardly the thing for off-duty wear in town. Some soldiers have tried polishing with commercial dressings, but with only moderate success.

But the new plastic coating developed by the Quartermaster Corps promises to be the answer. It is easy to apply — either by brushing or by spraying. It wears well, takes a good polish and keeps out water. At the same time, perspiration vapors can escape freely.

THE BULLETIN BOARD

New Evening Dress Uniform Approved by the SecNav; Optional to 1 Oct 1951

Adoption of a new evening dress uniform for male commissioned naval officers, except commissioned warrant officers, has been approved by the Secretary of the Navy. This uniform is to be worn on occasions when civilian evening dress is appropriate.

Possession and wearing of the evening dress uniform is optional for all officers until 1 Oct 1951. At that time it becomes mandatory for officers of the rank of commander and above, except Reserve and temporary officers. Instructions state that officers in grades of lieutenant commander and below, and Reserve and temporary officers, will not be required to purchase or wear this uniform.

The new evening dress uniform for male officers will resemble the present civilian style of evening dress — "white tie and tails." Changes from the evening dress uniform in use before the war are minor, but include a slightly different cut, adoption of the white tie and a three-button waist coat, and transfer of miniature medals from the left lapel to the left breast. Officers possessing the old evening dress uniform may continue to wear

Navy Strength 381,286; MarCor Total 75,700

Navy and Marine Corps strength continued to drop slightly during the month of April, due in part to the effect of the "saved pay" provisions of the Career Compensation Act.

Despite 8,172 enlistments, Navy strength at the end of April totalled 381,286, as compared with 383,731 the previous month.

Marine Corps strength totalled 75,700 at the end of April as compared with 77,700 the previous month. Marine Corps enlistments were 1,226.

Approximately 25 per cent of the Navy's April separations were under the saved pay provisions.

it. However, they must change to the white tie and place their medals at the new location.

Officers not required to wear the evening dress uniform will wear the service dress blue uniform with black bow tie on appropriate formal occasions.

Along with the new evening dress uniform for male commissioned of-

ficers, the evening dress uniform previously approved for women officers was adopted. It will be worn according to the same general regulations as prescribed for male officers. This uniform is an ensemble of floor-length skirt, tunic jacket, cummerbund, head-dress and handbag — all of a matching shade of dark blue.

Both the male officers' new style evening dress uniform and the women officers' evening dress uniform will be available at the Naval Clothing Depot, Brooklyn, N. Y.

The boat cloak has been reinstated as an optional item for officers' evening wear, both afloat and ashore.

The frock coat, cocked hat, epauletts, white mess jacket and gold-striped trousers have been abolished permanently as items of uniform.

In summer, the white uniform will be appropriate for occasions of ceremony, including formal and semi-formal affairs.

Officers Assigned to Reserves Take Indoctrination Course

Officers assigned to the Naval Reserve for a tour of duty are to get an indoctrination course before they assume their new duties.

This indoctrination is to include:

- Authority, duties and responsibilities they have as representatives of the Navy.

- Organization and mission of all the Civilian Components of the armed services.

- Current policies, programs, and public laws affecting these components, in addition to their history and traditions.

- Local influences affecting the Naval Reserve.

- The importance of effective public relations.

This "briefing" for officers assigned to the Reserves is outlined in BuPers Circ. Ltr. 61-50 (NDB, 15 May 1950). It is intended to acquaint them with the administration and training of the Reservists.

The Secretary of Defense has previously announced that a two-year tour of duty with the Reserves will be considered a normal chapter in the career of a Regular Navy officer (ALL HANDS, March 1950, p. 48).

HOW DID IT START

Islands

Islands and their inhabitants have long been the subjects of imaginative legends and superstitions.

The origin of islands is dealt with at length in the ancient mythologies. Hawaii, for example, came into being when a tremendous bird laid an egg which, when

hatched, became the island. The Polynesians tell how the gods in the sky would amuse themselves by pitching islands into the sea. Other stories had it that islands were fished out of the deep by the gods.

Floating islands were frequently mentioned. As a matter of fact, Ireland was supposed to have been a floater originally. The early Norwegians had a small floating sand-bank which was an excellent place to fish. The only trouble was that because of its drift it was so hard to find.

The enchanted islands were inhabited by all kinds of extraordinary beings. Some stories told about giants, gods, terrible beasts, and even women, who according to the tales of the ancient mariners were graceful and attractive women. These gals were supposed to have made life for the visiting sailors so delightful that the dangers of the sea and the purpose of their voyage would fade and be forgotten.



Information on Transportation Of Retired Personnel, Dependents and Relatives

Here is information of interest to many people who have considered transporting dependents or other relatives — or themselves, after retirement — by MSTs ships.

BuPers Circ. Ltr. 70-50 (NDB, 15 May 1950), the directive summarized here, cancels three previous BuPers letters on the subject of travel in government transports. At the same time, it clarifies subparagraphs (9) and (10) of Par. 2000-2b, U. S. Navy Transportation Instructions.

As many people do not know, transportation of retired personnel and their dependents is authorized in government transports. So is the transportation of relatives visiting officers and enlisted personnel stationed overseas. Now, here are the latest definitions of retired personnel, dependents and relatives:

- Retired personnel — retired personnel of the Navy and Marine Corps — including retired Reserve personnel — on inactive duty.

- Dependents — wives and dependent unmarried children, adopted children or step-children, who are accompanied by the retired naval or military person upon whom they are dependent.

- Relatives — father, father-in-law, mother, mother-in-law, brother, brother-in-law, sister or sister-in-law of an officer or of an enlisted person on active duty with the Navy or Marine Corps. The enlisted person must be in pay grade E-7, E-6, E-5 or in pay grade E-4 with seven or more years' service. The term "relative" also includes dependent minor children — including adopted or step children — of the father, mother, brother, sister, and so on, when these children are accompanied by the parent upon whom dependent. In-laws are not always eligible for travel on government transports, however. (See below.)

Transportation furnished retired personnel and their dependents is on a "space available" basis, at subsistence rates. That is, the only charge is for food. If furnished, transportation will on a one-way basis, and will ordinarily be limited to one trip in any calendar year. However, when passage is made to or from an overseas area with the intent of return-

New USNR Airship Squadron Commissioned at Akron, Ohio

A Naval Reserve airship squadron has been commissioned at Akron, Ohio, the fifth of its kind to be activated.

The establishment of the new airship squadron underlines the importance of the Navy's anti-submarine training program. It will create billets for 25 Reserve officers and 125 men.

With their modern, K-type airship, Reservists will be able to conduct their own hunter-killer exercises in coordination with two Reserve submarine units, one at Cleveland, the other at Detroit. The K-type ship — similar to those used operationally with the Fleet — will be fitted with the latest and best in subtracking equipment.

In addition to the Naval Reservists, one Reserve officer on active duty and six enlisted men will be assigned to the NAS Lakehurst, N. J., the hub of Navy airship activities and one squadron is based at NAS Squantum, Mass. Each squadron has its own K-type airship.

ing, the return passage may be granted within the same year.

Transportation for relatives by government transport is furnished only to and from the overseas duty station of the person whom the relative wishes to visit. All such transportation is on a "space available" basis, at subsistence rates. In-laws, to be eligible, must be permanent members of the household of the officer or enlisted person to whom related. All relatives, to be eligible, must reside with the officer or enlisted man while at the overseas duty station.

All applications for transportation of retired personnel, dependents or relatives aboard ships of the Military Sea Transportation Service must be originated by the officer or enlisted person concerned. Instructions for originating such applications are given in BuPers Circ. Ltr. 70-50.

Instructions given in BuPers Circ. Ltr. 70-50 do not apply to transportation of dependents of active duty personnel in connection with permanent change of station. A coverage of this matter is provided by Chapter 8, U. S. Navy Transportation Instructions.

Directive Announces Change In Early Discharge Policy for Regulars Not Shipping Over

The early discharge of Regular Navy personnel who do not intend to reenlist has now been discontinued.

Alnav 44-50 (NDB, 15 May 1950) cancels Alnav 89-49 (NDB, 15 Sept 1949), the directive which made this early discharge possible.

Under the former Alnav, which has been in effect for nine months, a man completing an enlistment could be discharged from the Navy up to three months before his enlistment was due to expire.

Since then, however, the overall personnel situation in the Navy has changed and BuPers has now found it necessary to discontinue this policy. Henceforth, a man must complete the full term of his enlistment before he will be discharged.

The new Alnav, however, does not affect the present policy of discharging a man "for the convenience of the government" from one to three months early; nor does it affect the policy of discharging a man from the service for reasons of "unsuitability," "inaptitude," or "unfitness" as defined in BuPers Manual.

Utilization of these three types of discharges is necessary to maintain the best possible level of high caliber and well qualified men in the Navy, the directive states.

Naval Academy Graduates Commissioned in Air Force

Twenty-five per cent of the 1950 graduating class at the Naval Academy — 171 midshipmen — have received commissions in the U. S. Air Force as second lieutenants.

Along with these presidential nominations for assignment to the Air Force, the President nominated 166 cadets from the Military Academy for the same type of commissions. Like that for the Naval Academy, this figure represents 25 per cent of the graduating class.

The nominations for assignment to the Air Force were made on a voluntary basis. They were made in accordance with a Department of Defense announcement of 8 Nov 1949, outlining agreements by the three services in that respect. Effective date of commissions was 2 June.

Personnel in 29 Specialized Fields Identified by Job Codes

Training of enlisted personnel in highly specialized jobs has increased rapidly in the past several years due to new developments and equipment. In many cases this specialized training is in Navy jobs which are outside the rating areas of the individuals concerned or is on new equipment which has not yet been placed in general service. The trend of training in special program jobs is expected to continue to expand.

Positive identification of personnel so trained is imperative in order to utilize fully the special skills developed. A special program-job code identifying personnel in 29 such fields has been established within the structure of the Navy job classification system.

BuPers Circ. Ltr. 67-50 (NDB, 15 May 1950) establishes a special program-job code to provide for program or job identification of these specially trained personnel.

Procedures, as given in the circular letter, for assignment, recording, use and removal of special program-job codes must be followed strictly, the directive states. Persons whose duties involve such assignment, recording, use and removal of special program-job codes should study the letter carefully. An important point in the new directive is this: Nominations for assignments of special program-job codes must be made to the Chief of Naval Personnel (Pers B213).

An earlier directive, BuPers Circ. Ltr. 25-50 (NDB, 23 Feb 1950), now cancelled, stated that these codes could be assigned by individual commands.

Each of the special program-job codes is a four-digit number to con-

2 More Training Courses Now Available to EMs

Two new training courses have been added to those available to enlisted personnel. They are:

Aviation Storekeeper, Vol. I, NavPers 10396
Constructionman... NavPers 10630

form with the revised Navy job classification code to be issued soon. A service type code is not to be used with the special program-job code. The special program-job code will be used in lieu of a secondary Navy job code, and will follow the primary job classification code. An example is 56210-20/9904, with 9904 being the special program-job code. If a secondary Navy job code has been assigned previously, it must be removed when a special program-job code is assigned.

The special program-job codes, the programs they identify and the qualifications required are as follows:

Airborne Anti-Submarine Warfare Operator/Technician — 9902 — Must complete airborne anti-submarine course at Fleet Airborne Electronic Training Unit.

Airborne Early Warning Operator/Technician (Aircraft Installation) — 9904 — Must complete airborne early warning course at Fleet Airborne Electronic Training Unit.

Airborne Early Warning Technician (Shipboard Installation) — 9906 — Must complete airborne early warning course at Naval School, Electronics Technician (Class C-1).

Airborne Electronic Countermeasures Operator/Technician — 9908 — Must complete airborne electronic countermeasures course at Fleet Airborne Electronic Training Unit.

Aviation Jet Engine Technician — 9910 — Must complete factory school training courses on jet engines or have three years' experience in maintenance work on jet engines in the field.

Ground Controlled Approach Personnel — 9912 — Must be a graduate of Ground Controlled Approach School at Naval Air Technical Training Unit (Class C).

Cryptographic Machines Repairman — 9922 — Must be cleared for security by ONI. Must be a petty of-

ficer second class or above. Must be a graduate of an organized course of instruction in the repair of teletype equipment and be a graduate of the basic course in repairing cryptographic machines at the Cryptographic Repair School (Class C-1) or have on-the-job experience equivalent to such training.

Atomic Energy Technician — 9924 — Must complete course of instruction in special weapons at Armed Forces Special Weapons Project.

Communications Wire Facilities Technician — 9926 — Must complete training at the Construction Electrician's Mate School, or be a construction electrician's mate second class. Also, must complete training in automatic telephone maintenance and central office repair at U. S. Army Signal School.

Submarine Askania Diving Trainer Technician — 9928 — Must complete on-the-job training on submarine askania diving trainer.

Operational Intelligence Specialist — 9936 — Must complete in-service training in operational intelligence with the operational forces.

Electronics Countermeasures Operator — 9942 — Must be a graduate of electronic countermeasures course at Electronics Technician School (Class C-1).

ET School Graduates (other than ET ratings, personnel designated ET strikers, and CT personnel) — 9943 — Must be a graduate of Naval School, Electronics Technician (Class A).

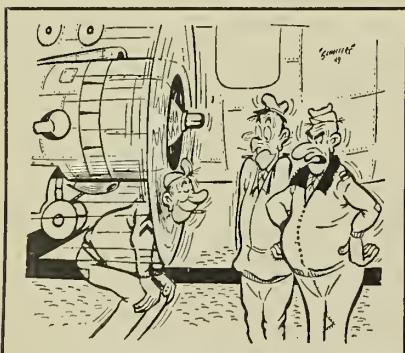
RD School Graduate (other than RD ratings and designated RD strikers) — 9944 — Must be a graduate of Naval School, Radarman (Class A).

SO School Graduate (other than SO ratings and designated SO strikers) — 9945 — Must be a graduate of Fleet Sonar School (sonarman course).

Submarine Attack Trainer Technician — 9948 — Must complete on-the-job training on electronic and mechanical attack trainers.

Oceanographic Technician — 9952 — Must complete three months' in-service training in oceanography aboard a survey ship.

Photo Interpretation Technician — 9962 — Must be a graduate of Photo



"Whatta show-off!
Some day he'll hurt hisself."

Interpretation School (Technical School).

Photogrammetry Technician—9964—Must be a graduate of Photogrammetry School (Technical School).

Advanced Undersea Weapons Technician—9972—Must complete one of the following courses: submarine undersea weapons course, surface undersea weapons course, or aviation undersea weapons course at Naval School, Advanced Undersea Weapons (Functional School).

Explosive Ordnance Disposal Technician—9974—Must be a graduate of Naval School, Explosive Ordnance Disposal (Functional School).

Guided Missiles Technician—9976—Must be a graduate of Naval School, Guided Missiles (Functional School), or must complete training in an established guided missiles training unit.

Harbor Defense Controlled Mines Technician—9978—Must be a graduate of the Army Controlled Mines Course (Functional School), or Naval Schools, Mine Warfare, or Naval School, Harbor Defense.

Project Atlas Technician—9980—Must complete Project Atlas course.

Underwater Fire Control Technician—9982—Must be a graduate of underwater fire control course at Naval School, Fire Control Technicians, (Class B).

Gunfire Control System Mark 56 Technician—9984—Must complete course in Gun Fire Control System Mark 56 at Fire Control Technician School (Class B).

Mine Countermeasures Technician—9986—Must complete course in mine sweeping at Naval Schools, Mine Warfare (Class B).

Mine Firing Mechanism Technician, Class A—9987—Must have graduated from the advanced mines course and have received a Class A authorization for testing, adjusting and repairing influence mine firing mechanism for which authorized. Persons currently authorized are listed in effective BuOrd circular letter.

Mine Firing Mechanism Technician, Class B—9988—Must have graduated from one of the following courses: aerial mines, advanced mines, or submarine mines and have received a Class B authorization for testing and adjusting influence mine firing mechanisms. Persons currently authorized are listed in effective BuOrd circular letter.

Special Instructions Issued To Cover Naval Officers Assigned Duty with U.S. Army

Instructions have been issued to cover the administration of naval officers who are assigned to duty with the U. S. Army.

These instructions are similar to those recently issued to cover Army officers who are assigned duty with the Navy (BuPers Circ. Ltr. 222-48, NDB, 30 Nov 1948).

Under the projected plans, naval officers will be assigned to the Army in either of two general categories:

- **Instructors**—Naval officers may be called upon to serve as instructors in such subjects as amphibious warfare, port director methods or chemical warfare, to name a few, or as instructors at the Army's Command and General Staff College, Leavenworth, Kans.

- **Liaison**—Naval officers may also be called upon to perform liaison duties in a variety of billets, notably in amphibious warfare and intelligence.

A normal tour of duty for officers assigned to the Army—as with those assigned to the Air Force—is three years.

During this tour of duty, all naval officers will continue to wear the Navy uniform and will continue on the lineal list of officers of the Navy.

Officers assigned to the Army may be paid by an Army paymaster although the funds will come directly from Navy appropriations and each officer will retain his own pay record. He will also be responsible for dispatching to BuPers periodic reports required of him, although his Army commanding officer will sign his fitness reports.

Correspondence initiated by naval officers requiring action by the Navy will be addressed to the Chief of Naval Personnel and routed through normal interested Army channels.

Each officer ordered to Army duty will be placed on a Navy Department mailing list. He will also have special instructions sent to him via a liaison desk in BuPers.

Army commanders may not promote, demote, reclassify or court-martial naval officers attached to their commands, but they may make free use of criticisms and oral cautions that are not intended to become



"I don't care if it does make a nice venetian blind for your porthole, put it back!"

part of the officer's permanent record.

Army commanders may also grant naval officers leave, awards, decorations, citations and otherwise administer the personal affairs of individual naval officers in accordance with Army regulations, requirement and customs and policies, subject only to the above limitations.

These broad policies are published in BuPers Circ. Ltr. 77-50 (NDB, 30 May 1950).

Navy-Wide Exams 19 July For Academy Candidates

Qualified enlisted personnel nominated by their COs may compete for entrance into the Naval School, Academy and College Preparatory as candidates for appointment to the USNA. Navy-wide entrance exams will be held on 19 July 1950.

The announcement, made by BuPers-MarCorps Joint Letter of 28 Apr 1950 (NDB, 30 Apr 1950), states that any qualified candidate may be nominated to take the examination. However, personnel whose enlistment will expire prior to 1 July 1951 will not be ordered to the preparatory school unless they execute an extension of enlistment agreement for a minimum of one year.

Forms and examinations for use by candidates may be requested by commanding officers from District Publication and Printing offices, and from ComServLant and ComServPac. Completed examinations and application forms will be forwarded to the Chief of Naval Personnel (Attn: Pers-C1214).

BuPers has urged all commands to keep the transfer of men nominated for the program to a minimum, so that no qualified candidate will be denied the opportunity of competing through no fault of his own.

Naval Reserve Medal Tougher to Earn

The coveted Naval Reserve Medal will in the future be more difficult to earn than it has been in the past. As a result, the medal will carry even more prestige than before.

According to a BuPers Manual revision which goes into effect on 1 July 1950, 10 years of *continuous inactive* service must be completed hereafter before the medal can be earned. This service may be in the Organized Reserve, the Volunteer Reserve or the Merchant Marine Reserve. Reserve training duty can be included.

In the past, all honorable service — active and inactive — as a Naval Reservist could be counted toward earning the medal. It did not have to be continuous. Since 30 June 1950, and in the future, eligibility can be established only during periods of inactive Reserve service. Such periods of 10 years' duration must be served continuously, except that they may be broken by periods of active service.

If a Reservist enters upon a period of active service after 1 July 1950, he may not count that period as part of the 10 years required for the Naval Reserve Medal. At the same time, this period of active service does not break the continuity of his required inactive service. At the end of the period of active service, the Reservist can begin to count his 10 years' inactive service at the point where he left off.

However, if a person resigns or is discharged from the Naval Reserve and then rejoins at a later date, the continuity is broken. He must start anew to count his 10 years toward earning the medal.

Here are the conditions under which inactive service in the Naval Reserve now counts toward earning the Naval Reserve Medal:

- All personnel must be members of training organizations of the Naval Reserve, either in a drill pay status or a voluntary drilling non-pay status. They must perform not less than 90 per cent of the drills or equivalent instruction, and training duty or other appropriate duty prescribed for them. (There are provisions under which a person can in some instances qualify on the basis of "outstanding service," while not fulfilling all the requirements mentioned in this paragraph.)

- Organized Reservists and Associated Volunteers in a drill pay status must complete not less than 90% of the annual training duty periods during the qualifying time. Failure to take annual training in more than one year will require a new start on the 10 years' continuous inactive service.

- Officers must have received no unsatisfactory entries in their fitness reports. Enlisted personnel must have clear records, with no reports of offenses and no disqualifying remarks.

Drill training and annual training duty as Marine Corps Reservists may be counted toward eligibility for the Naval Reserve Medal. The applicant must be in the Naval Reserve at the end of his qualifying period, and there must not have been a break of more than three months between the time he left the Marine Corps Reserve and the time when he joined the Naval Reserve. Also, the time the applicant spent in the Marine Corps Reserve may not have been used in computing eligibility for the Marine Corps Reserve Medal.

All honorable service, active or inactive, as a member of the Naval Reserve prior to 1 July 1950 may be counted for qualifying purposes. The status of those in the process of earning the Naval Reserve Medal is in no way changed by the revision to the BuPers Manual, provided that they abide by the changed requirements effective 1 July.

For each additional 10 years of qualifying service, authorization for wearing a bronze star on the Naval Reserve Medal ribbon may be made by the Chief of Naval Personnel.

1,800 Successful Candidates For NROTC Program Have Been Selected

Most of the successful candidates who will enter the Naval Reserve Officers Training program in 1950 have now been chosen.

This year, approximately 1,800 young men from the nation's high schools and another 200 men from the fleet will enter NROTC colleges across the country as midshipmen.

The successful high school graduates have already been selected; the approximately 200 men who will enter the program from the fleet remain to be picked.

As "provisional appointees," these fleet men entered the Naval School (Academy and College Preparatory) at Newport, R. I., in mid-June. There they must pass final selection before they may be enrolled in the NROTC program.

Those who are selected at the end of the prep school course (mid-August) will be discharged to accept an appointment as Midshipman USNR in the NROTC. Those who fail of selection will be assigned to general detail and returned to the fleet.

A similar selection process for the 1800 civilian high school graduates accepted has now been completed. These men were chosen from among some 25,000 high school seniors and graduates who applied for the program last fall.

Of the 25,000, 7,400 successfully completed the Naval College Aptitude Test which is given to all NROTC candidates. Those considered physically qualified were further processed and their application file was forwarded to a selection committee which convened in the applicant's home state.

The committee — composed of two prominent civilians (one an educator, the other a non-educator) and a Navy captain or Marine colonel, considered the results of two personal interviews, the applicant's high school record, his aptitude score and other available data before making their final selections.

Civilian candidates for the program were selected on a state quota basis. In addition to the successful candidates, 450 alternate candidates have also been announced.

Names of all candidates and alter-



"Moonlight cruise, sez you!"

Chief With 24 Years' Sea Duty Retires to Great Lakes Ship

"Don't fence me in," says George H. F. Graham, QMC, USN, who joined the Navy more than 30 years ago, to see the world. He's retiring from the Navy, but not from ships.

Like the sailors who row in Central Park on liberty, Graham is going to stay close to the water. His new billet will be that of first mate aboard a barge named *Maia*, carrying ore on the Great Lakes. Still, it will be nice to settle down, in a way. *Maia* will never get more than seven or eight hundred miles from home, so the Grahams are going to build a house in Indiana. Mrs. Graham, who, like her husband, is from Indianapolis, is all for it. "Yes indeed," she says. "Do you know we've moved thirty-eight times, as far as I can keep track, since George and I got married back in 1929!"

Graham served in 12 ships during his 24 years of sea duty. Among these were the old battleship *Missouri*. This ship was launched in 1903, and was the chief's first sea duty. Graham was aboard the battleship *uss Colorado* (BB 45) when that ship was commissioned in 1923.

As would be expected of anyone who had spent a quarter of a century aboard ship, Graham can tell a true sea story or two. One of them concerns his greatest thrill on the high seas.

"I can remember that as if it happened yesterday afternoon," he says. "I was on the bridge of the cruiser *uss Tuscaloosa* (CA 37) one afternoon in December 1940. We were escorting the German luxury liner *ss Columbus* up the Atlantic coast. We were northeast of Cape Hatteras and just outside the 300-mile neutrality zone that surrounded the U. S. coast at that time.

"Over the horizon came a Canadian destroyer. Being outside the neutrality zone, we got off about two miles and watched. Canada, you know, was already at war with Germany. The Canadian ship swung past us and called over by megaphone to ask if we would pick up survivors. We, of course answered yes.

"Meanwhile, the crew of *Columbus* built four fires on deck, opened the sea cocks and lowered 25 lifeboats. *Tuscaloosa* picked up the 579 survivors of the 33,500-ton liner — all crew members. Last of all to come aboard was the captain, who gave the Nazi salute as he stepped onto our deck. I'll never forget that sight."

Graham's next-best thriller was the time his appetite saved his life. It was in San Diego in 1921, when he was attached to the ocean-going tug *uss Conestoga*. He was ashore, and hungry. Assuming that there

was enough time remaining to eat before taking the liberty boat back to his ship, Graham proceeded to stoke up. But when he arrived at the landing, the last boat had left.



Chief Graham

Conestoga sailed without him. Before he could rejoin the ship, it disappeared in the Pacific ocean and was never heard of again.

The chief's best-loved duty was aboard the destroyer *uss Cole* (DD 155) and the oiler *uss Kaweah* (AO 15) in the Atlantic. His last tour of Navy duty — one of his rare periods of shore duty — was at the 5th Naval District's Operations Office, Naval Base, Norfolk, Va.

The best liberty port? There is only one possibility for that honor, according to Chief Graham. That's New York City. "They have everything there," he says. "Three baseball teams to watch, indoor bicycle races. Just everything."

The matter of making the naval service a career is up to the individual to decide, Graham thinks. "But if you want to see the world, you can't go wrong in the Navy," he says.

nates (except the Fleet candidates) have been distributed to the states.

Besides paying for tuition, textbooks, uniforms and other expenses, the Navy pays its midshipmen students \$600 a year to help defray costs of quarters, subsistence and necessary clothing.

Facilities Throughout Far East Adequate, Chaplains Find

Servicemen assigned to duty at Pacific and Far East military activities can keep themselves morally, spiritually and physically straight and clean, and still have a good healthy time through the varied facilities provided by special services for their off-duty hours.

This is the opinion shared by Rear Admiral Stanton W. Salisbury, ChC,

USN, Chief of Navy Chaplains, and Major General Charles I. Carpenter, USAF, Chief of Air Force Chaplains, who, at the request of the Secretary of Defense, undertook an extensive tour of installations throughout the Pacific islands and the Far East.

"Mom back at home can feel all right about her boy going to Japan, Okinawa, Guam, the Philippines, or any other place in the Far East, especially if the son has had the proper home training," agreed the chaplains.

The Chiefs of Chaplains were particularly impressed, they reported, with the well-planned and adequate recreational program for service personnel, and the inter-service relationship being carried out by the chaplains of the armed forces.

The chaplains of one military service often conduct regular services

for personnel of a different branch of service. "For example," said Chaplain Salisbury, "we found in the Philippine Islands that the Army chaplain in the city of Manila serviced Air Force personnel, and the Army and Navy exchanged Protestant and Catholic chaplains between Sangley Point and Cavite." He added that "this inter-service relationship also exists on Guam and at many other installations, and this is particularly gratifying because one of the objectives of the Armed Forces Chaplains Board of the Department of Defense is to encourage inter-service exchange in all matters concerning the chaplains and the faiths they represent. We feel the uniform the serviceman wears makes little difference, and we found this to be particularly true in the Far East."

You Can Bank on the Navy, with Interest

One of the safest and most profitable places that Navy enlisted personnel can invest their dollars is in the Navy.

That's right, the Navy. Through their disbursing officers, Navy enlisted personnel may place their earnings in a Navy savings deposit. Funds deposited in this "Navy Bank" for periods longer than six months earn interest at the rate of four per cent yearly. For example, an initial deposit of \$500 put into a Navy savings deposit for six years will earn \$120 interest.

All enlisted personnel of the Navy and Marine Corps are eligible to use this Navy banking service, which was authorized by Congress back in 1889. Officers and warrant officers are not eligible to use this service. The regulations are contained in Bu-SandA Manual.

Many sailors and Marines are already taking advantage of this profitable service. As of 31 Mar 1950, approximately 7,400 Navy enlisted men and 4,981 enlisted Marines held active savings deposit accounts. Navy men had on deposit \$3,583,481.76, while Marine Corps accounts totaled \$3,332,960.09. This would seem to indicate the Marines are taking the opportunity to let their pay earn money more than are Navy sailors.

To open an account, enlisted personnel should submit a special re-

quest to their commanding officers. After the request is approved by the CO, it will be turned over to your disbursing officer, who will call the member to the disbursing office to sign his deposit record book.

This book, S&A Form 47 (Revised), has a serial number and is somewhat similar to a civilian bank book, except that it contains more detailed information. Each deposit you make to your account is recorded in this book by your disbursing officer, who signs each entry. The disbursing officer keeps your book in his safe. When you are transferred to another station, this book accompanies your pay account, and the new disbursing officer signs a receipt for it.

You may make one deposit each month in your Navy savings deposit in even dollar amounts of not less than five dollars. Also, there are limitations on the amount of money which can be deposited at any one time. These limitations are:

- Not more than the amount of your previous three month's salary and allowances, including travel and reenlistment allowances.

- Not more than the amount of money deposited in your account during a previous enlistment, plus the accrued interest.

Explanation: When your enlistment expires, you are required to close out your Navy savings deposit.

When reenlisting, you may reopen your account, again depositing all the money that was in the account when it was closed, plus accrued interest. If transferring to the Fleet Reserve but still remaining on active duty, the same holds true. You cannot withdraw funds from your savings account upon extension of enlistment.

Your Navy savings deposit differs from a civilian banking account in that you cannot make regular withdrawals from it. All funds you deposit in the account will be returned, with interest, *only* upon discharge, release from active duty, transfer to the Fleet Reserve, or appointment to permanent warrant or commissioned rank.

At these times your account is automatically closed, and if you desire to continue using the Navy banking service, you may reopen the account upon reenlistment, or upon return to active duty. An exception, of course, are those men appointed to permanent warrant or commissioned rank, who are not eligible to continue using the service.

Interest paid on money you deposit is at the rate of four per cent per annum, based on a year of 360 days. You may make deposits in your account in one of two ways; either by turning over cash to your disbursing officer, or by submitting to him an approved special money requisition marked "for deposit." He will make the authorized deduction from your pay record and credit it to your savings deposit.

Suppose that, upon reenlistment, you deposit \$20 each month for the four-year period of your enlistment. At the end of this period you receive back your principal of \$960, plus \$76.22 interest.

Interest rates on deposits are based on a four per cent per annum scale, but computed from the date of one deposit to the date of the next deposit. All interest paid is simple interest. Also, no interest is paid on any money deposited during the last six months of the period, as regulations state funds must be deposited for six months or longer to draw interest.

Your disbursing officer will be glad to explain in greater detail the system under which the Navy savings deposits program operates.

WAY BACK WHEN

Marines

Marines or "soldiers of the sea" aboard a man-of-war, according to some historians, date from the 17th century. Their first duties were to act as ship's police and sentries.

The term "Leatherneck" was supposed to have originated in the British Navy where the Marines' uniform had a leather tongue which closed the opening of the collar.

"Tell that to the Marines" is sometimes attributed to King Charles II who one time is said to have doubted a story told him by one of his attendants. The story was that a fish had been observed flying through the air in the Southern Seas.

The King turned to his Marine Officer and asked him to vouch for the truth of the yarn. This the Marine did, and then the

King was supposed to have said, "That in the future should we have any occasion to doubt any statement, we will first 'Tell it to the Marines'."



Billets Now Open for Course In Electronics Maintenance At Great Lakes for Officers

Billets are now open for certain junior officers and warrant officers for the October 1950 class at the electronics maintenance school, Great Lakes, Ill.

Eligibility rules have recently been broadened and include among those eligible to apply: permanent and temporary chief gunners (Control Ord. Tech.), chief torpedomen, gunners (Control Ord. Tech.), torpedomen, and temporary chief electricians and electricians.

BuPers Circ. Ltr. 64-50 (NDB, 15 May 1950), the current directive, lists those eligible as follows:

- Non-aviation permanently commissioned line officers of the Regular Navy of rank of ensign and lieutenant (junior grade), including LDO (Electronics).

- USN temporary officers of any rank whose permanent status is chief radio electrician, radio electrician, chief electrician, electrician, chief gunner (Control Ord. Tech.), gunner (Control Ord. Tech.), chief torpedoman or torpedomen who have less than 20 years' total military service.

- Any chief radio electrician, radio electrician, chief electrician, electrician, chief gunner (Control Ord. Tech.), gunner (Control Ord. Tech.), chief torpedoman, or torpedoman holding permanent appointment as such.

- Any chief radio electrician, radio electrician, chief electrician, electrician, chief gunner (Control Ord. Tech.), gunner (Control Ord. Tech.), chief torpedoman, or torpedoman holding temporary appointment as such who has less than 16 years' total military service.

The course is given at the Naval School, Electronics Maintenance, Naval Training Center, Great Lakes, Ill. It is one year in length. New classes convene the second Monday in January and July, and the first Monday in April and October.

Applicants must submit a signed agreement to serve three years in the Naval service after the completion of their course. Letters of application should be forwarded to reach BuPers (Attn: Pers B111H) 60 days prior to the convening date.

Drama and Humor in Gold Star's Ballast

The book supplement Gold Star Odyssey (ALL HANDS, March 1950, pp. 59-63) evoked more comment and correspondence than any other ALL HANDS item has brought forth in a long time. Among the many letters received from men who at one time or another served in Gold Star was one from a retired chief storekeeper who possesses a well developed sense of drama and humor.

Here is the letter, in part:

Old "Rust and Rivets" . . . If the boys who gave her that name were alluding to that 1,000 tons of iron and cement in her bottoms, I hate to spoil the illusion. But it wasn't rivets. Rather, it was a *confusion* of scrap iron such as only Mare Island Naval Shipyard could collect: old bollards, capstan tops, anchor stocks and shanks, even some old anvils — anything made of iron. At Mare Island she picked up the scrap and Bremerton poured the cement. Steaming light, *Gold Star* was known to lurch and throw a man out of his bunk, so ballast was needed for typhoon waters.

(Here the correspondent, John J. Wagner, leads the reader to believe that something more valuable may have been included, ultimately, in the ballast. He takes us back to the beginning of the story.)

Cleopatra's treasury, collected from all the land of the Pharaohs, gave her everything her heart desired — power, the best food, the finest raiment, and adornment. That's the story — her jewels.

On one occasion when Antony stormed before her in a fit of rage, Cleo drew the jewels to her. But Antony followed them with one of his boots and crushed the links within his reach until they grated under the pressure. A maid-servant, cleaning up after her queen, saw a square-cut ruby in the rug and palmed it deftly. A nest egg! Something to use for collateral should Want spread its arms, a-beckoning, in later years.

Time takes its toll. Let's look into a small goldsmith's shop on a side street, where an elderly lady bargains to keep body and soul together. After a period of sharp deal-

ing, the sale is completed. How often the ruby changed hands after that during 1,900 years — as a gift, as loot, as a pawn — there's no way to know.

Comes the turn of the 20th century. About 1908 an American gunboat is making a cruise of the Mediterranean. One of the ports of call is Port Saïd, Egypt. There was a young Norwegian coal passer aboard, named John B. J. Helland. He was a frugal lad who counted his shackles thrice before parting with them, and had quite a sockful stowed away.

While walking down a narrow side street in Port Saïd, Helland had his attention attracted by an elderly sort of Egyptian merchant standing in the doorway of a small jewelry shop. "Americain — won't you come in, please?"

Helland heeded the call of the East. After some quiet palaver, he walked out the proud possessor of an oblong cut ruby — and lower in purse by 100 pounds sterling; about 500 smackeroos, but worth it. Helland didn't wear the ring much, but kept it most of the time in a small tin box in his locker.

Time passes some more and finds John B. J. Helland, CMM, USN, serving aboard a Navy beef boat, USS *Gold Star*. One night, settled on the poop deck for an evening chatter, some women passengers started discussing stones, gems and suchlike. Helland mentioned his, and after considerable coaxing went to his locker and put on his ring. He returned to display its red beauty to the admiring folks.

Turning in, afterward, Helland failed to place it back in its receptacle. That night, an urgent call — something wrong in the engine room. John J. B. donned dungoes and hurried below. Upon washing up several hours later, he noticed the stone missing from the setting. To the best of his calculations, it was somewhere in the engine room bilge. It was never found.

There we are. Could that ruby which once trickled through the well kept hands of Cleopatra have found its ultimate setting in *Goldie Maru's* bilge?

Latest List of Overseas Duty Stations and Length of Tour

The average tour of duty for a sailor at an overseas base will continue to be about 18 months.

BuPers Circ. Ltr. 74-50 (NDB, 31 May 1950) brings up to date the listing of the Navy's overseas assignments and how long Navy personnel may be expected to remain at each overseas post.

The shortest tour is six months (at Attu, Alaska); the longest normal tour is 24 months (at a number of bases including many of those in the western Pacific, western Atlantic, Mediterranean areas and at most naval attache posts).

Extensions of one year, however, may still be granted to those who wish to remain longer at their assigned overseas duty station. Those who desire to stay, though, must be considered well suited to their adopted environment.

The directive defines overseas service as "duty performed ashore at naval activities beyond the continental limits of the U. S. and on board non-rotated naval vessels in the European and Asiatic areas."

A normal tour of overseas service will be considered completed when an individual has spent the established period in the locality concerned, exclusive of the time it took

him to get out to the locality as well as the time it will take him to return to the U. S. Travel time, in other words, does not count toward total overseas time. Also, personnel transferred from one overseas area to another should be credited with the time served in the first area.

Naval personnel serving with other departments or agencies and subject to over-seas rotation by those departments will have their lengths of overseas duty tours prescribed by the department concerned.

Incidentally, duty at each of the bases listed in this schedule is considered "sea duty" for the purpose of sea-shore rotation of personnel. (For the latest on sea-shore rotation policy, see ALL HANDS, April 1950, p. 42-44).

17 Women Doctors Complete Internships Under Program

Medical internships under the Navy civilian intern training program have been completed by 17 women doctors of the Naval Reserve. These 17 lieutenants (junior grade) of the USNR Medical Corps, the first women to complete such internships, have reported to naval hospitals and dispensaries in the U. S. for two years' active duty.

This group brings to 20 the number of USNR women doctors now on active duty. There are, in addition, two Regular Navy women doctors, one of whom was the first feminine medico to serve aboard ship in the U. S. Navy. (See ALL HANDS, May 1950, p. 35.)

The group of 17 mentioned here has been assigned, one each, in most cases, to the following activities: Naval Dispensary, Navy Department, Washington, D. C.; U. S. Naval Hospital, Chelsea, Mass.; Naval Air Station, Norfolk, Va.; Naval Air Station, Quonset Point, R. I.; Naval Air Station, San Diego, Calif.; U. S. Naval Hospital, Newport, R. I.; U. S. Naval Hospital, Bremerton, Wash.; U. S. Naval Hospital, Great Lakes, Ill.; U. S. Naval Hospital, Philadelphia, Pa.; Naval Air Station, Memphis, Tenn.; U. S. Naval Hospital, St. Albans, N. Y.; Naval Air Station, Patuxent River, Md.; and Marine Corps Air Station, Cherry Point, N. C.

Bases, Tour of Duty

Here is a list of the overseas duty station localities maintained by the Navy. Shown with each locality is the normal length of the tour of duty at a naval base in that area.

These figures should be considered as guides for the assignment and distribution of personnel. Variations from these standards may be necessary to meet special conditions.

Area	Months
Alaska:	
Kodiak, Adak, Ft. Richardson and Whittier	18
Point Barrow	12
Attu	*6
*To be followed by rotation to complete 18 months in area.	
Hawaiian Islands:	
Midway	18
All others	24
Samoa	18
Trust Territories:	
Saipan	18
Tinian	12
All others; officers	18
enlisted	*12
*With a maximum of six months' extension for married personnel accompanied by dependents.	
Marianas (except Tinian)....	18
Kwajalein	12
Philippines and Japan	24
Staff, Commander, Seventh Fleet:	
For those who reported prior 1 Nov 1949	12
For those who reported on or after 1 Nov 1949	24
Okinawa	18
Western Hemisphere:	
Greenland	9
Newfoundland	18
Bermuda	24
All others	24
Western Atlantic and Mediterranean Command:	
Northwest Africa	18
Persian Gulf area, Red Sea area, Tripoli and communication units	12
All other NELM areas	24
Naval Forces, Germany	24
Naval attache posts:	
Korea, Poland, Rumania, USSR and Yugoslavia	18
All others	24
Naval missions	24
Non-rotated ships in European and Asiatic areas	18

2 Personnel Man Schools Have Been Disestablished

The Navy's two Class C-1 personnel man schools (personnel administration) have been disestablished.

The two schools — one at USNRS, Naval Base, Norfolk, Va., and one at NTC, San Diego, Calif. — were operated for approximately seven months, having opened late in October 1949. Closing of the schools was decided upon because of two major factors. It was found that instruction offered at the Class C-1 schools was much the same as that given in Naval School, Personnelmen, Class A. Also, advanced training of personnel men can be met satisfactorily through in-service training, it was determined.

Closing date for the two Class C-1 schools was 19 May 1950.

Applications Are Sought From Naval Officers for Study of Amphib Operations

Applications are invited by BuPers from captains, commanders and lieutenant commanders for a year's study in amphibious operations at Marine Corps Schools, Quantico, Va.

BuPers Circ. Ltr. 72-50 (NDB, 31 May 1950) points out the continuing need for officers trained in amphibious operations and tells how training of this type can be obtained. One of the principal sources of formal education in amphibious operations, the directive states, is the Marine Corps Schools, Quantico, Va. Two resident courses — senior and junior — are available at this school.

The senior course is designed to cover operations on a scale employing battalions, regiments, divisions and corps, and corresponding aviation organizations included in the Fleet Marine Forces. Instruction is designed to prepare officers for troop commands at the battalion and regimental levels, and for duty as executives and assistants to executive staff officers at all levels. The annual input of naval officers into the senior course is 13. These are of the rank of captain or commander, from general line, aviation line, medical, dental and CEC classifications.

The junior course covers amphibious operations at the landing team level. It offers instruction in the tactics, command procedures, staff planning and staff functioning at this level. The employment of supporting air and naval units is an integral part of the course, and for orientation purposes, the employment of the Marine division is included. In addition to the primary tactical and technical subjects, instruction is given in such subjects as naval law, administration, techniques of instruction, and training management. The annual quota of naval officers for the junior course is eight.

Successful completion of the courses normally leads to a staff or command assignment in the amphibious forces. Naval officers interested in attending Marine Corps Schools are requested by the directive to so indicate on their officer data cards. These cards are form NavPers 340, and are submitted annually to the Bureau of Naval Personnel.

Efficient, Hard-Hitting USS Taylor Awarded NUC

The destroyer *uss Taylor* (DD 468) has been awarded the Navy Unit Commendation. BuPers will issue individual authorization and ribbon bar to all eligible personnel without further action on their part. The period for which the NUC was awarded is 15 March to 7 Oct 1943.

Describing the action against enemy Japanese forces which earned the ship its commendation, the citation says:

"Frequently traversing unfamiliar waters deep in enemy territory at night, *Taylor* operated effectively in support of offensive operations during this period of intensive hostilities. She provided escort for troop convoys, minelayers and supply evacuation units, and served in an antisubmarine screen in the Guadalcanal area.

"On 15 March she proceeded into Kula Gulf to launch the first of several bombardments against enemy installations in the New Georgia area, and on 7 April fought

her guns gallantly against a large force of hostile air raiders, destroying three Japanese planes before returning to her escort missions. While screeing landing operation in Kula Gulf, New Georgia Island, *Taylor* obtained a radar and visual contact on a surfaced enemy submarine, and by her accurate gunfire and depth charges, sank the Japanese I-25.

"Proceeding with the task force to intercept Japanese forces on three occasions, she coordinated with other destroyers in the van to launch torpedo attacks and engage the enemy with guns. These perilous surface engagements resulted in the destruction of several enemy ships and numerous barges and the damaging of others. *Taylor*, by her combat readiness and the steadfast devotion to duty of her entire ship's company, contributed directly to the success of numerous operations and upheld the highest traditions of the U.S. Naval Service."

One Year Remains to Start Education Under GI Bill

For most veterans of World War II, only a year remains in which to begin a course of education or training under the GI Bill. In a majority of cases the deadline will be 25 July 1951.

Under the GI Bill, education or training in most cases must be initiated by 25 July 1951 or four years after a veteran's discharge, whichever is later, and must be completed by 25 July 1956. Exceptions to the rule are those who enlisted or reenlisted under the Armed Forces Voluntary Recruitment Act between 6 Oct 1945 and 6 Oct 1946. They have, from the end of such enlistment period, four years within which to start and nine years within which to complete a GI Bill course.

The purposes of the education and training provisions of the GI Bill are:

- To recapture educational opportunities lost by reason of entrance into military service.
- To provide education or training for veterans in need of educational or occupational readjustment of various types.

Education or training has been —

and is — available for qualified veterans for one year plus a period equal to the time spent in service between 16 Sept 1940 and 25 Aug 1947, with a four years total.

Veterans who must and do start training under the GI Bill by 25 July may continue through to the completion of their courses, though not beyond 25 July 1956. Once a veteran completes or actually discontinues his training program under the GI Bill after the 1951 date, he may not start another course regardless of his remaining entitlement. However, a course interrupted by summer vacation or for other reasons beyond the veteran's control may be continued after VA approval has been received.

A veteran whose discharge date was after 25 July 1947 must actually be in training when his individual entrance deadline arrives or lose his entitlement.

Personnel interested in eligibility requirements, special benefits for disabled veterans, subsistence allowances and other information of all types concerning GI Bill schooling should consult their civil readjustment information officer. There is one on duty at every command.

Inter-Service Photo Contest Winners

The results of the second annual inter-service photography contest are in and a Marine Corps captain has walked off with the "best of show" award.

The winning photograph, a striking black and white composition entitled "Torso," won top honors for Captain Marion B. Bowers, USMC, over 360 entries submitted from all over the world by soldiers, sailors and airmen. Captain Bowers is presently on duty with the Marine Corps Division of Public Information, Washington, D. C.

In addition to the best of show award, prizes also were given in the first five places in each of the various categories of photos — four black and white categories and one color. Points toward the team trophy were awarded on a 10-7-5-3-1 basis.

The Navy and Air Force shared top honors in the five categories, placing two winners apiece. The Air Force, however, gained top aggregate honors with 51 points and thereby won the trophy. The Army was second with 40 points and the Navy (including the Marine Corps and Coast Guard) third with 39.

The Navy's other winning entry was in the "service life" category and was submitted by an aviation photographer's mate stationed at Naval Air Station, Denver, Colo.

His picture, "Pacific Patrol," showed a sleek destroyer steaming through the ocean in formation with a transport, both ships sharply out-

Mathematics Course Now Available for Training

The following new training course has now become available: Advanced Mathematics, Vol. 1 — NavPers 10071

lined in the setting sun. It was taken by Edward M. Greenwood, AF1, USN.

The All-Navy photographic competition, run last year as a preliminary to the all-service contest, was not staged this year. Instead, outstanding photos were chosen in preliminary run-offs held at major command installations by each service. From these entries, 120 photos were selected by each service to represent it in the finals.

The five judges of the inter-service winners all were experts in the magazine, newspaper or graphic arts field.

Here are the Navy winners in the various categories:

- *Best of show* — "Torso" by Captain Marion B. Bowers, USMC, Headquarters, MarCor, Washington, D. C.

- *Category I* — service life, on duty and at leisure.

First: "Pacific Patrol" by Edward M. Greenwood, AF1, USN, NAS Denver, Colo.

- *Category II* — landscape and architecture.

Third: "Moonlight on Oshima" by Lieutenant W. G. Patridge, USCG, USCG Base, Portsmouth, Va.

- *Category III* — peoples and customs.

Fifth: "Terry Kay" by Lieutenant (junior grade) Paul S. Randall, USN, U. S. Naval Academy, Annapolis, Md.

- *Category IV* — general pictorial.

First: "Torso" by Captain Marion B. Bowers, USMC, Headquarters, MarCor, Washington, D. C. Second: "Dance of Dirty Shoes" by James L. Thomas, Pvt, USMC, MCS Quantico, Va. Fourth: "Cabbage Head(s)?" by Captain Robert A. McKeown, USMC, MCRD San Diego, Calif.

- *Category V* — color.

Third: "Hot Shot" by Captain Clement J. Stadler, USMCR, MCS Quantico, Va.

All Future Navy LTA Pilots Will Qualify for HTA Duty; Greater Integration Foreseen

According to projected plans, all future Navy LTA pilots will be drawn from the ranks of qualified heavier-than-air pilots.

A cross-training program now in operation will eventually eliminate all lighter-than-air pilots who are not also qualified to fly the Navy's conventional aircraft.

BuPers, in response to many inquiries concerning the future of lighter-than-air specialists, announces the following long-range policies —

"In order to integrate LTA into the aeronautic organization, it is planned:

- "To fulfill all requirements for LTA training input with only qualified HTA pilots, from volunteers if sufficient numbers apply.

- "To permit LTA pilot volunteers in the grade of commander and below to take HTA training and thus, eventually, have all LTA pilots qualified HTA.

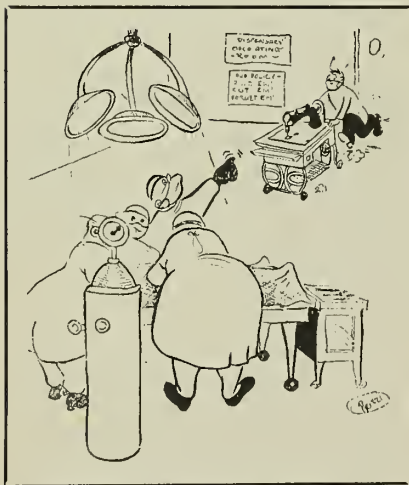
- "Dependent on requirements of the service, to retain continuously within the aeronautic organization all HTA/LTA qualified pilots and thus eliminate the practice of rotating personnel between LTA and general service duties."

Policies concerning applications for flight training of HTA pilots in LTA and of LTA pilots in HTA are as follows:

- "Applications are desired from naval aviators (HTA) of the grade of lieutenant and below for LTA training. Classes will convene every three months at the Naval Air Station, Lakehurst, N. J., beginning 1 Aug 1950. Each class will be composed of approximately 15 officers, filled as far as possible by volunteers. All officers, ordered, if practicable, will have completed a normal tour of duty in HTA.

- "Applications are desired from naval aviators (LTA qualified only), of the grade of commander and below, for heavier-than-air training. Applications previously submitted and new applications submitted prior to 1 Aug 1950 will be considered. Officers who are to receive HTA training will be notified individually and will be ordered as they become available for assignment."

The following policies govern LTA



"Watch this. In a minute I'll have this guy in stitches."

pilots who are ordered to HTA training:

- "Officers under 31 years of age when commencing HTA training will be given the standard basic and advanced training syllabus.

- "Officers 31 years of age and over will be given the standard basic syllabus and special advanced training (except VF type)."

LTA pilots who do not qualify in HTA, or do not request HTA training, will be governed by the following policies:

- "Captains and commanders may continue the present rotational plan on LTA/General Service duties as far as practicable.

- "Lieutenant commanders and below will not, in the future, be assigned duty within the aeronautic organization.

"Officers who have dual qualifications may expect rotation between HTA and LTA duties. Flight proficiency HTA aircraft will be available at LTA bases so that HTA pilots may maintain their flight proficiency as required by existing directives."

These policies are contained in BuPers Circ. Ltr. 68-50 (NDB, 15 May 1950).

Applications Are Sought For Three Scholarships

Sons of Navy, Marine Corps and Coast Guard officers have until 25 July 1950 to submit applications for three two-year scholarships to the Admiral Farragut Academies.

Two scholarships for two years each are available at the Admiral Farragut Academy in Pine Beach, N. J. At the Admiral Farragut Academy in St. Petersburg, Fla., one scholarship for two years will be awarded. All three scholarships are for \$400 per year, a total of \$800 for the two-year period.

Applicants may be the sons of either living or deceased officers, and may make use of the scholarships for their junior and senior years' work only, for the school years commencing 1950 and 1951. They must enroll for the full two years.

Recipients of these much coveted awards are to be selected by a board of officers appointed by the Chief of Naval Personnel. The board will make its selections on the basis of need for financial assistance, high moral character and scholastic at-

QUIZ AWEIGH ANSWERS

Quiz Aweigh is on page 7.

1. (c) Telescope.
2. (a) On the signal bridge.
3. (c) GM (gunner's mate) and EM (electrician's mate).
4. (a) At all times the chief gunner's mate is senior. The chief electrician's mate has precedence over EMCs advanced after he was and over chiefs in junior ratings but never over a chief in a senior rating.
5. (b) Neptune.
6. (c) Destruction of enemy snorkel-type submarines. To this end, it is equipped with the latest electronic and ordnance devices. Most important of these is a sensitive new search radar which can accurately locate small targets (such as snorkel tubes) over a greater range than was previously possible.

tainment. All other factors being equal, sons of deceased personnel will be given preference.

The application should include a small photograph, a frank statement of the parents' financial status, a transcript of the student's high school record to date, a letter from the high school principal or secondary school headmaster, and two letters of recommendation from adult friends of the boy who have known and have watched his development over a period of years.

In announcing the scholarships, the Bureau of Naval Personnel notes that the two academies are "accredited honor naval schools, where students receive superior training under competent staffs of teachers and trainers, in an environment that permits development of individual talent under the most ideal surroundings. Training is designed to fully prepare young men for all colleges and technical schools, as well as the service academies."

As noted in the catalogue of the schools, the annual cost for one year at the Pine Beach, N. J., institution is \$1,575, and at the St. Petersburg, Fla., school the cost comes to \$1,375. This covers tuition, board, room and uniforms, medical treatment, and the use of library books, gymnasium, athletic and nautical equipment.

Applications should be addressed to the Chief of Naval Personnel (Attention: Pers G143), Navy Department, Washington 25, D. C.

Board Selects Applicants For LDO Commissions Under the 1950 Program

The selection board convened by SecNav for selecting applicants for LDO commissions in the 1950 program has completed its task. Names of those selected — 71 in number — are given in an enclosure to BuPers Circ. Ltr. 80-50 (NDB, 31 May 1950).

The directive also gives a lineal list of ensign LDO selectees eligible for promotion to lieutenant (junior grade) during the calendar years 1950 to 1953, inclusive. Those selected for this year's increment are indicated by an asterisk before the name of each in the list.

Other information of interest to persons selected for limited duty commissions is included in the circular letter:

- Personnel selected during the 1950 increment of the LDO program who are serving as chief warrant officers or below will be offered their appointments in the near future.

- All 1950 selectees who hold temporary appointments in the grade of ensign or above with date of rank of 1 Jan 1948 or earlier must accept their permanent LDO appointments in the grade of ensign before 1 Nov 1950. Because of the time required for processing appointments and transmitting them by mail, requests for appointments should arrive in BuPers (Pers-B622A) before 1 Oct 1950.

Other LDO selectees who hold temporary appointments in the grade of ensign or above may delay accepting their LDO commissions for various lengths of time. Coverage of this option was given in BuPers Circ. Ltr. 62-50 (NDB, 15 May 1950).



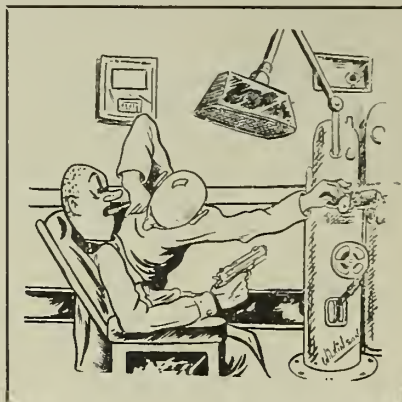
"Beads are out. He demands a television set."

Roundup of Legislation of Interest to Naval Personnel

Action by Congress on bills of interest to the naval establishment is summarized below. The last summary of legislation appeared in *ALL HANDS*, June 1950, p. 54.

Security Measure—S. 277: Passed by Congress and approved by the President, now Public Law 513; to further enhance the security of the United States by preventing disclosures of information concerning the cryptographic systems and the communications intelligence activities of the United States. (This provides for up to \$10,000 fine or 10 years' imprisonment, or both, for revelation of information which would nullify the efforts of United States communications intelligence activities, or information which would permit foreign governments to read the secret official communications of the United States.)

Retirement Provision—S. 3255: Passed by Congress and approved by



Boot, MarCor Parris Island
"I can't help you unless I have your complete confidence."

the President, now Public Law 511; to amend the Career Compensation Act of 1949 to extend the time for certain hospitalized personnel to choose retirement options. (This law provides that any serviceman who was a hospital patient on 1 Oct 1949 and who, prior to 1 Jan 1951, is retired as a result of a physical disability growing out of the injury or disease for which he was hospitalized, may elect to receive retirement benefits computed under the laws in effect on 30 Sept 1949.)

Terminal Leave—H.R. 3205: Passed by Congress and approved by the President, now Public Law 479; providing an extension of the time for making application for terminal leave pay. (This law amends the Armed Forces Leave Act of 1946 to extend the deadline for applications for terminal leave pay from 1 Sept 1948 to 30 June 1951.)

Dependents' Travel—S. 2857: Reported with amendment by the Senate Armed Services Committee; to amend the Missing Persons Act pertaining to travel by dependents and transportation of household and personal effects. (This bill would amend section 12 of the Missing Persons Act to include transportation for the dependents and their household effects of a serviceman injured or missing for a period of 30 days or more. The present law pertains only to servicemen "officially reported as dead, missing, interned in a neutral country or captured by the enemy." This amendment provides that when the person is in an "injured" status, such move-

ment of dependents or household effects may be authorized only in cases where the anticipated period of hospitalization or treatment will be of prolonged duration. Also, "no transportation may be authorized unless a reasonable relationship exists between the condition and the circumstances of the dependents and the destination to which transportation is requested." The proposed legislation will be applicable, if passed, only to claims which arose on or after 8 Sept 1939 and prior to approval of this bill.)

Premium Credit—H.R. 8236: Reported favorably by the House Committee on Veterans' Affairs; to permit use of dividends to pay premiums on National Service Life Insurance. (The bill proposes that "until and unless the Veterans' Administration has received from the insured a request in writing for payment in cash, any dividend accumulations and unpaid dividends shall be applied in payment of premiums becoming due on insurance subsequent to the date the dividend is payable after 1 Jan 1951.")

NSLI Disability—H.R. 6560: Favorably reported by the House Committee on Veterans' Affairs; to amend the National Service Life Insurance Act to provide additional disability income. (Purpose of the bill is to permit an increase of disability income for World War II veterans from the present limit of \$50 per month when carried on a \$10,000 NSLI policy to \$100 per month. The disability income could range from \$5 to \$100 monthly, depending on the premium paid by the insured. Under present law, payment to an insured policyholder begins on the first day of the seventh month and prior to age 60 following the determination of a total disability condition. Most veterans and servicemen carrying an NSLI policy are insured only with life insurance; the disability policy that this bill refers to requires an additional premium above that used to maintain a life policy.)

NSLI Amendments—H.R. 8235: Favorably reported by the House Committee on Veterans' Affairs; containing several amendments to the National Service Life Insurance Act of 1940. (Among the most important

WHAT'S IN A NAME



Mackerel Skies and Mare's Tails

To the sailor, from the days when a sail was first hoisted, the skies have been scanned for the tell-tale signs of impending changes in the weather. As with many of the seaman's activities terms peculiar to the sea came into use.

Thus it was that mackerel skies and mare's tails became the descriptions of particular cloud formations.

Mackerel skies describe the mottled cirrus clouds foretelling a change of weather. The clouds resemble the pattern on a mackerel's back.

Similarly, the term mare's tail is descriptive of the spreading cirrus clouds.

The foreboding of these cloud formations is indicated in the seaman's lines:

*Mackerel skies and mare's tails
Make tall ships carry low sails.*

of these amendments are the following: Section 1 authorizes the waiver of health requirement as to compensable disability in applications for insurance or reinstatement of insurance made prior to 1 July 1951. Under this section a veteran may apply for insurance or for reinstatement of insurance any time up to 1 July 1951, and if he is found to have a service-connected partial disability only, the insurance may be granted despite the existence of such disability. Section 5 provides that where the insured provided for payment of premiums by deduction from his service pay or where insurance premiums were paid by the government, such insurance shall not be considered to have lapsed or to have been forfeited for desertion, notwithstanding that deduction or payment of premiums was discontinued for specific reasons, so long as the insured remained in the service prior to 1 Aug 1946. Section 6 refers to waiver of premiums which could be granted retroactively for any total disability which existed for six or more months between 1 Aug 1941 and 1 Aug 1947; this bill proposes to make the period during which waiver of premiums for total

disability may be granted from 8 Oct 1940 to one year after the date of enactment of this bill. Section 8 would extend the time to 1 July 1951 in which any veteran with a service connected disability less than total in degree may apply for disability income protection upon payment of the required additional premium; the previous deadline was 1 Jan 1950. Section 9 provides that in any case where the Administrator finds that the failure to pay premiums or the failure to deduct premiums from service pay could, in any way, be attributed to the inadequacy of the service department's procedure, the insurance on which premiums are payable are to be considered in force in the same manner as if such deductions had been properly made.)

Graduation Leave — H.R. 7635: Passed by Congress and cleared for the President; to provide graduation leave upon appointment as commissioned officers in the regular components of the armed forces of graduates of the United States Military, Naval, or Coast Guard Academies. (This bill seeks to bring into line the leave policies of the service academies. The Military Academy has statutory authority to grant graduation leave to their graduates upon their appointment. This leave is not required to be charged against any annual leave granted to service personnel under the Armed Forces Leave Act of 1946. The Department of the Navy and the Coast Guard, having no such authority, may only grant graduation leave by advancing the newly commissioned officer his 30 days leave allowed by the Armed Forces Leave Act of 1946. The proposed bill would eliminate this discrepancy by authorizing leave up to 60 days for the three service academies which would be non-chargeable to their regular annual leave.)

Joint Use — H.R. 8373: Introduced; to provide for the acquisition, construction, expansion, rehabilitation, conversion, and joint utilization of facilities necessary for the administration and training of units of the Reserve components of the armed forces of the United States.

Reimbursement Sum — H.R. 8433: Introduced; to provide for payment to certain retired members of the Naval and Marine Corps Reserve of

Heroism During Firing Mishap Earns Chief High Award

Heroism during a firing mishap won for Edward M. Ponikvar, GMC, usn, the Navy and Marine Corps Medal and Permanent Citation. The incident occurred aboard the light cruiser *uss Worcester* (CL 144), on 12 Nov 1949, when the ship was engaged in destroying a floating mine with gun fire. The citation describes the event as follows:

"When a 20-mm cartridge case ripped open on the loading cycle and part of the propellant charge burst into flames upon contact with the hot gun, Ponikvar rushed to unload the magazine from the burning gun despite the imminent danger of explosion of the remaining rounds in the magazine. Hit by fragments of shrapnel which were thrown out when the round in the gun 'cooked off,' and bleeding from cuts above the eye and in the abdomen, he bravely remained on the scene to direct the fire fighters in extinguishing the fire."

a lump sum equal to their retirement pay for the period during which they remained in an inactive status without pay.

Death Presumption — H.R. 8375: Introduced; to provide that the absence of any individual for 20 years shall be deemed sufficient evidence of death for the purpose of laws administered by the Veterans Administration.

Death Gratuity — H.R. 8504: Introduced; to authorize payment of death gratuity on account of death in active or training service of personnel of the Army, Navy, Air Force, Marine Corps, Coast Guard, Coast and Geodetic Survey, and Public Health Service, including the Reserve components of such services.

Additional Retirement Pay — H.R. 8324: Introduced; to amend the Career Compensation Act of 1949 to provide the maximum retirement pay for certain retired enlisted men for the period from 1 July 1942 to 30 June 1946. (Provides that, effective as of 1 July 1942, any retired pay accruing by reason of enactment of the Career Compensation Act of 1949, to any retired enlisted man for the period from 1 July 1942 to 30 June 1946, shall be paid in a lump sum.

USAF Personnel Will Attend Dental Technician School

Fifty Air Force men are entering the Dental Technician School at NTC Great Lakes each month. The first group was scheduled to enroll on 10 July, with a total of 350 taking the course within 11 months.

The size of classes in the school will be tripled with the advent of the AF personnel. Approximately 25 Navy persons have been entering monthly, Waves comprising approximately a quarter of each new class. Whether any WAFS will be included among the 350 AF students has not been revealed.

An additional barracks and two more classrooms are now in use to accommodate the extra personnel. The teaching staff was increased by two-thirds. Students of the two services will study and live without segregation as regards the two branches of the service.

The course is 16 weeks in length.

Ensign, Two Enlisted Men Are Given Honors for Heroic Life Saving Acts

A Navy and Marine Corps Medal and two Secretary of the Navy Letters of Commendation with Commendation Ribbon were awarded to naval personnel for life saving or attempted life saving under hazardous circumstances.

Recipient of the Navy and Marine Corps Medal was an ensign — Ensign Robert R. Raber, (CEC), USN, attached to Naval Amphibious Base, Little Creek, Va. A shipmate of Ensign Raber fell between a pontoon barge and a LCVP while stepping from the barge to the boat in heavy weather. The ensign immediately plunged into the water between the boat and the barge and lifted the man so that others in the boat could grasp him and pull him aboard.

States the citation: "His initiative and unselfish courage in risking his own life in an attempt to save that of another reflects the highest credit on Ensign Raber and the U. S. Naval Service."

This incident occurred in Chesapeake Bay, off Bloodsworth Island, Va. The man who accidentally fell

Sailor Honored for Rescue Of Woman Trapped in Fire

Heroism in assisting in the rescue of a woman from her wrecked and burning house won for Benedict S. Zielski, MM2, USN, the Secretary of the Navy Letter of Commendation with Commendation Ribbon. The deed, which occurred in Manchester, Mass., is described in the citation as follows:

"Learning that an explosion had trapped a woman in the basement of her burning, demolished home, Zielski boldly entered the blazing building and dug his way through the broken and twisted mass of boards and timber to the victim. Despite the constant danger from burning and falling timbers and the imminent danger of explosion of the oil tank in the cellar, he sawed through a large timber and other rubble which had imprisoned the woman. He succeeded in bringing her safely out of the house."

between the vessels was fatally injured.

Walter E. White, SN, USN, of USS *Achernar* (AKA 53) received the Secretary of the Navy Letter of Commendation with Commendation Ribbon for a successful rescue under somewhat similar circumstances. His citation reads, in part: "For heroism in rescuing a shipmate who had fallen into the water from the dock at Port Apra Harbor, Guam. Realizing that the sailor was in danger of being crushed as the ship moved in and out beside the concrete dock, White immediately jumped into the narrow strip of water, dragged the man into a protected recess between the pilings and held him above water until a rope was lowered from the deck of the ship and the unconscious victim was hauled aboard."

A Secretary of the Navy Commendation Ribbon was awarded to Donald S. MacPherson, EN1 (SS), USN, for heroic life saving action which MacPherson performed under dramatic and harrowing conditions. The citation describes the incident as follows:

"For heroic action in saving a shipmate from drowning while serving on board the submarine USS *Sea Poacher*

(SS 406), when that vessel submerged and accidentally left them both on the surface of the water near Old Point Comfort, Va. MacPherson, a strong swimmer, immediately went to the aid of his shipmate who was rapidly tiring. He unselfishly remained with his companion who was not a strong swimmer, supporting him whenever he was tired and keeping him calm while vainly attempting to attract the attention of passing vessels.

"Nearing exhaustion after about an hour, he set out for help and, after swimming about 150 yards, heard a fishing boat which subsequently rescued the two and returned them to their ship. His skill and valiant action reflect great credit on MacPherson and the U. S. Naval Service."

Chief Pipe Fitter Honored For Saving Diver's Life

By curing a civilian Turkish diver of "the bends" or "caisson disease," a U. S. Navy chief pipe fitter is credited with saving the diver's life. The CPO, a diving instructor, was awarded the Secretary of the Navy Letter of Commendation with Commendation Ribbon.

The citation, here quoted in part, describes the circumstances as follows:

"While serving as American diving instructor with the Naval Group, Joint Military Mission for Aid to Turkey, Will I. Reid, FPC, USN, was requested by the Turkish naval officer in charge of the diving school at Kasim Pasa to give American decompression treatment to a civilian diver suffering from a severe case of caisson disease. Reid willingly complied with the request despite the many complications resulting from dangerous delay and obsolete treatment.

"Applying the methods and procedures which he had been teaching at the diving school, he worked tirelessly and patiently with the man who was suffering paralysis in the entire right side and both legs. Aided by a Turkish doctor, Reid . . . after a prolonged period of treatment, saw the patient recover from all symptoms except a slight numbness."

In addition to saving the diver's life, Reid's success is credited with aiding greatly the progress of the Naval Group, Joint Military Mission for Aid to Turkey.

Chief's Stack Brace Design Earns SecNav's Commendation

Design of a special exhaust stack brace for F8F-1 type planes won for Clarence D. Fiel, AMC, USN, the Secretary of the Navy Letter of Commendation with Commendation Ribbon.

Fiel's new development is designed, according to the citation, "to prevent broken exhaust stacks and cylinder exhaust stacks of F8F-1 type aircraft." The citation also states, "By his perseverance, initiative and engineering skill in the design of this brace and its development and use, he was instrumental in effecting a great reduction in man-hours of labor required in the maintenance of this type of aircraft, and in a great saving in expense of replacement to the Navy."

At the time when he developed his improvement, Fiel was attached to Fighter Squadron 192. His letter of commendation was forwarded to him via the CO, Naval Air Station, Corpus Christi, Tex.

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs, Navacts, and BuPers Circular Letters, not as a basis for action. Personnel interested in specific directives should consult Alnav, Navact and BuPers Circular Letter files for complete details before taking any action.

Alnavs apply to all Navy and Marine Corps commands; Navacts apply to all Navy commands; and BuPers Circular Letters apply to all ships and stations.

Alnavs

No. 43 — Outlines recommendations of boards convened to consider officers commissioned under Public Law 720, 79th Congress, who accepted their appointments in 1947.

No. 44 — Cancels Alnav 89-49, effective 1 June 1950.

No. 45 — Pertains to capacitor shorting switch S707 in receiver-transmitter of Model QHB series sonar equipment.

No. 46 — Outlines recommendations of boards convened to consider officers commissioned under Public Law 729, 79th Congress, from aviation midshipman status during 1949.

No. 47 — Concerns additional funds necessary for local and Navy-wide recreation programs.

No. 48 — Announces that applications are desired from permanently commissioned line officers of the Regular Navy for designation as engineering duty only, and aeronautical engineering duty only.

No. 49 — Concerns casualties to flywheel on Wisconsin Model VE-41 engines which have caused personnel injuries, and replacement with redesigned flywheel.

No. 50 — Announces enactment of Public Law 501 which provides extension of time limits for award of certain decorations.

BuPers Circular Letters

No. 58 — Publishes information on per diem allowances for naval crew members of Fleet Logistic Air Wing aircraft and MATS aircraft.

No. 59 — Publicizes latest information on applications for submarine training.

No. 60 — Announces latest physical requirements for enlistment in U. S. Navy.

No. 61 — Sets forth policy on indoctrination of officers assigned to duty with U. S. Naval Reserve.

No. 62 — Contains information on 1951 increment of limited duty officer program.

No. 63 — Outlines latest changes in naval uniforms and insignia.

No. 64 — Issues instructions in regard to applications for electronics training.

No. 65 — Concerns casualties to Royal Canadian Air Force personnel assigned to duty with U. S. naval commands.

No. 66 — Invites requests for post-graduate instruction.

No. 67 — Announces establishment of a Special Program job code in Navy job code classification system.

No. 68 — Outlines policy on heavier-than-air/lighter-than-air flight training program.

No. 69 — Contains information on issuance of temporary additional duty travel orders to enlisted personnel.

No. 70 — Concerns eligibility of and applications from certain categories of passengers for travel in vessels of the Military Sea Transportation Service.

No. 71 — Contains information on awarding Navy Unit Commendation.

No. 72 — Sets forth instructions in regard to assignment of naval officer students to Marine Corps Schools, Quantico, Va.

No. 73 — Announces changes in officer uniforms.

No. 74 — Establishes length of tours of overseas service.

No. 75 — A joint letter, concerning participation by Army, Navy and Air Force organizations in unappropriated welfare funds.

No. 76 — Concerns separation of naval personnel from active service.

No. 77 — States policy on administration of naval officers performing regular tours of duty with U. S. Army.

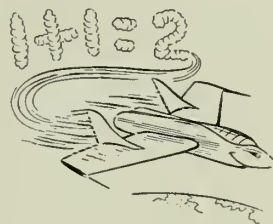
No. 78 — Publicizes pertinent information in regard to the transfer of Reserve and temporary USN officers to the Regular Navy.

No. 79 — Concerns assignment of Regular officer instructors to duty with civilian components.

No. 80 — Announces selection of applications for commission in limited duty status.

HERE'S YOUR NAVY

New types and models of Navy planes are thoroughly tested before they are manufactured in quantity and released to the service for use. The first F7U-1



Cutlass to come off the production line at a Dallas, Tex., plant is an example. The tests it is going through will last a total of nine months.

★ ★ ★

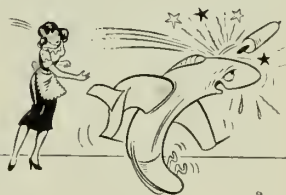
Without ever leaving the ground, this full-size production model is undergoing daily strains such as few of its sister planes will ever meet in use. Supported in a 30-ton jig, the plane is



surrounded by wooden scaffolding. Some 200 gauges and more than a mile of wire are used to reveal the results of tests. Loads equalling the weight of 60 automobiles are sometimes applied.

★ ★ ★

Toward the end of the test period, the plane will be hung upside down and "failing loads" will be applied. When this is completed, the plane will be a total wreck. Destructive tests will



also be applied to its various components, such as brakes, arresting hook, hoist sling and control surfaces. When Navy fliers take the Cutlass up for flight, there will be no guesswork about structural strength.

BOOKS: NEW HISTORICAL NOVEL IS RICH IN AMERICANA

• *World Enough and Time*, by Robert Penn Warren; Random House.

Kentucky was still a frontier, but civilization was moving in. There followed the inevitable conflict. Into the midst of it was born, in 1801, Jeremiah Beaumont — in Glasgow County, on the edge of the section known as the Barrens. In the story which Jeremiah Beaumont wrote in his "dungeon cell" a quarter-century later, he told how he had gathered wild strawberries as a boy, for a "sweet feast."

Bucolic as its beginning may have been, young Beaumont's life soon felt the surge and tumult of the times. There were brief journeys into the other type of world represented by his violent grandfather. There was the long period of study under the renowned lawyer and politician, Colonel Fort. Then Rachel came into his life; and there was, later, the smothering maelstrom of Jeremiah's court trial.

World Enough and Time is a romantic novel, a philosophical novel and an historical novel. It's a dramatization of the conflict between idealism and reality; it's a novel which goes deeply into the American past. The book is the July selection of the Literary Guild. Its author is a Pul-

itzer Prize winner — for *All the King's Men*, in 1946.

* * *

• *John Adams and the American Revolution*, by Catherine Drinker Bowen; Atlantic Monthly Press — Little, Brown and Company.

"Why have I chosen to write about John Adams?" the author of this book asks. And then she answers her question like this: "Because here is the brightest, quickest, honestest man I have met in history. A revolutionist, ready to die for independence, yet a man who loved order, loved the great traditions of Anglo-Saxon law, loved England indeed. When John Adams knew that he must fight England, he wrote in his diary, 'I go mourning in my Heart all the Day Long.'"

So Catherine Drinker Bowen wrote a book about *John Adams and the American Revolution* — and a good one, too. In writing it, she did something which many biographers frown upon, but which makes her book one of the most readable and enjoyable of biographies; she "fictionalizes." This doesn't mean that anything in the book is necessarily untrue; it means that she has her people talking and thinking, in addition to doing.

John Adams and the American Revolution was chosen as Book of the Month Club selection for July.

* * *

• *Incredible Tale; the Odyssey of the Average American in the Last Half-Century*, by Gerald W. Johnson; Harper and Brothers.

Here, in colorful and forceful language, one of the shrewdest and most readable commentators of our time shows us Mr. and Mrs. America against the background of 1900-1950.

The first half of this century has been the most tumultuous of all times, Mr. Johnson believes, and if the average American hasn't always been a heroic figure during that time, he has emerged as a man of good sense. This sense has been acquired the hard way, in a series of decades which have been at times complacent, gaudy, rich, poor, and supremely critical. He believes that the average American has arrived at the mid-century mark with an enlarged aware-

ness of democracy and his responsibility to make it work.

Mr. Johnson doesn't pamper or idealize the average American. Speaking of the Coolidge era and the lack of an effectual stand in the face of rising Marxism, he says: "Dozens of heavy thinkers thought heavily throughout the period. Diplomats negotiated incessantly. Young Plans followed Dawes Plans. . . . It was all very technical, very complicated, very impressive, and completely idiotic."

Still, Mr. Johnson gives credit where credit is due. You'll know America better — much better — by reading what he has to say.

* * *

• *The Wisdom of America*, by Lin Yutang; John Day.

Lin Yutang, the Chinese philosopher, here takes selected writings of many American authors and thinkers and mixes them with his own to make a volume both unique and richly familiar — a stimulating and provocative book, a book to expand the mind.

In *The Wisdom of America* you will meet a host of writers who have been and are important in American thought: David Grayson, Santayana, the two Holmeses, father and son; Thoreau and Emerson, E. B. White, Clarence Day, James Thurber, and Lincoln, Jefferson and Franklin, Will Rogers, Albert Einstein and many more. In the thoughts and words of these men, Lin Yutang finds the wisdom of America. The discerning reader should be able to do likewise.

* * *

And this month, along with the outstanding books reviewed here and besides a number of volumes not reviewed here, BuPers has chosen several small books on sports. The Navy has purchased them for ship and station libraries. Read up on your favorite game. Here they are:

• *Connie Mack's Baseball Book*, by Connie Mack; Alfred A. Knopf.

• *Winning Basketball Plays*, by Clair Bee; A. B. Barnes and Company.

• *My Greatest Day in Golf*, by Darsie L. Darsie; A. B. Barnes and Company.

• *Ted Williams*, by Arthur Sampson; A. B. Barnes and Company.

• *Times at Bat, a Half Century of Baseball*, by Arthur Daley; Random House.

• *Golf Doctor*, by Dr. Cary Midlecoff; Whittlesey House.



ROMANCE and history are woven together in Robert Penn Warren's latest, *World Enough and Time*.

BATTLE OF THE LAKE



LAKE ERIE: 1813

From the rare book *Travels and Adventures of David C. Bunnell* comes this tale of naval action on the Great Lakes during the War of 1812.



LINE OF BATTLE of British fleet is broken. At left, fouled and at Perry's mercy are *Queen Charlotte* and *Detroit*.

★ BATTLE OF THE LAKE ★

"Hazard" was his middle name, and if Navy men like Oliver H. Perry were to win most of the glory of the War of 1812, it was totally without plan. For years the nation had diminished its Navy by planned policy while hardening its shell of isolation from Europe and, at the same time, casting covetous eyes on its northern neighbor, Canada.

It was a common conclusion of the day that a Navy of cheaply built, cheaply armed gunboats could defend the entire coastline from Maine to Louisiana from any sea-going enemy, and at the same time a strong land army could invade and conquer Canada, thus adding a precious plum to the brimming cup of an expanding America. Moreover, the "War Hawks" as they were known, noted that Britain had her hands full with Napoleon.

That citizens of maritime New England and New York vehemently opposed a war that would destroy their shipping, and as vigorously bucked the weakening of the Navy, made little difference to war advocates. That Britain had a Navy of more than 600 fighting ships, one out of four rating 60 guns or more, to America's 14 sea-going warships, the three largest of which were rated at 44 guns, met with little consideration. In northeastern United States the war, when it came, was known as "Mr. Madison's War," after the President at the time.

From the first, the war failed to run off according to plan. An army under General William Hull left Detroit to lead off the invasion of Canada, but, on meeting a small force of British and Indians, recrossed the river and surrendered without resistance. A second attempt failed at Queenston and a third before Montreal. By this time the war was over in Europe and Britain moved her veteran troops across the Atlantic.

As had been foreseen by an unheard few, control of the Great Lakes was the key to land operations to the north. When Detroit was lost early in the war, the British and their Indian allies would have been able to strike deep into the western states via Lake Erie. Likewise, with Lake Champlain in British hands, the enemy might penetrate

into the heart of New York, splitting the United States as Burgoyne had planned in the War of the Revolution.

Two naval victories, that of Perry on Lake Erie in 1813 and of MacDonough on Lake Champlain in 1814, prevented the British from invading from the north after mustering strong forces there. Perry's victory compelled the immediate withdrawal of the British from the Detroit frontier and kept the areas further to the west in American hands throughout the war.

Gunner's mate David Bunnell, who had been impressed by the British Navy and only gained his freedom shortly before the war opened, had an old score to settle. Here's his story of the momentous naval engagement on Lake Erie.

THE SIGHT of Sandy Hook off New York, after having been absent nearly seven years, brought a thousand pleasing reflections to my mind, and I was overjoyed to see the steeples rising to my view.

I arrived in New York on June 18, 1812—the very day that war was declared with Great Britain—and the American frigates *President*, *Constellation* and *Congress* sailed the same day on a cruise. Our ship landed alongside the wharf about sunset, and the next day I traveled New York over. I went to the house of my old master, but could get no tidings of my mother, sister or any of my relations.

At this time my country called for my assistance, and taking into consideration that if I fell, it would be honorable. I had no children to mourn my fate, and it would give me an opportunity of settling some small accounts with John Bull, for which I had his note engraven on my back by a cat-o'-nine tails. I joined the service June 21, 1812, and was attached to the gunboats commanded by Commodore Chauncey. My gunboat was Number 100, Captain Jenkins.

The first employment of the seamen was to carry stone for building a signal apparatus at the Narrows off New York, and another on the highlands. About the latter end of August, we were all mustered at the navy yard, and the

question taken: "All you who will volunteer to go with Commodore Chauncey to Lake Ontario, step out." All stepped out but five, and they were compelled to go likewise.

We had twenty-four hours of liberty to take a parting of our friends. We then embarked on board sloops and sailed for Albany, New York. I went on board the sloop commanded by Captain Trent, a singularly brave patriot who deserves the notice of every well wisher of his country. His only fault was that he was incautiously brave; he knew no fear, and feared no danger.

2

We arrived at Sackett's Harbor, on Black Bay River, Lake Ontario, in August. Commodore Chauncey had brought into service several schooners and resolved on a cruise before the winter set in. We sailed with five schooners and the brig *Oneida*, in which the commodore hoisted his flag.

We sailed across the lake towards the Canadian shore, where we fell in with HBM ship *Royal George* and chased her into Kingston, the British base on the lake. The signal was given to form a line and attack the place.

Royal George was moored across the harbor and presented to us her broadside, from which she opened a heavy fire. We stood in good order, exposed to the enemy's fire from their batteries, which we returned with ardor and spirit in the height of our desire for victory. The signal was soon given to bear up and we steered out of the harbor. This surprised a great many, but it was our duty to obey, and I am not disposed to find fault. We had but one man killed in the whole squadron.

We proceeded immediately for Sackett's Harbor and hauled our vessels into winter quarters. In the course of the winter the ship *Madison*, 20 guns, was launched and rigged and the keel of another laid. The winter proved very sickly, both to soldiers and sailors, and numbers died daily.

In the spring we fitted out our squadron and, augmented by *Madison* (which was thus the first American ship built on the lake), to which I was attached, took on board troops under the command of Generals Henry Dearborn and Zebulon Pike, and sailed for Little York. We arrived off the mouth of the river at daylight on the 27th of April, 1813, and immediately began to land the troops under the command of General Pike, General Dearborn remaining with Commodore Chauncey on board *Madison*, which was anchored a convenient distance from the town to disembark the troops in safety.

I belonged to *Madison's* launch, under the immediate command of Lieutenant Gregory, a brave and experienced officer. The enemy marched out to oppose our landing and were drawn up in a line on the bank about a quarter of a mile from the town. There was in our boat the lieutenant, coxswain, twenty soldiers and sixteen of the boat's crew—thirty-eight in all. We pulled up to the beach amid a shower of musket balls from the enemy, and being the first, were for some time exposed to their whole fire. After a severe contest of about half an hour, the enemy retreated to their works.

Lieutenant Gregory received four balls through his clothing in different places, and the coxswain received one through his hat, just grazing his head. Nine of the twenty soldiers were either killed or wounded, and four of the sailors were wounded, myself one of the number.

Our schooners were brought in range with the enemy's

batteries at about ten o'clock, and the firing lasted until three, when the English blew up the fort and retreated. The loss of the Americans in this action was much greater than that of the English. The explosion of the magazine filled the air in every direction with huge stones, which fell among the soldiers and made great havoc. The brave and gallant General Zebulon Pike, the renowned explorer of the west, received a mortal wound when a stone struck him in the breast. He survived until about eight o'clock in the evening, when he expired amid the cheering shouts of victory.

Soon after this disturbance at Little York, we were invited to attend a similar "tea party" at Fort George, which we captured on the 27th of May. There, as at Little York, the enemy finding resistance useless, spiked their guns, fired their magazine, and abandoned the place. We burnt all the public buildings, stores, etc. The loss of the Americans at this time was small, when compared to that of the British.

Shortly after the Battle of Fort George, Captain Elliot was ordered with his detachment to Lake Erie, and I volunteered to go with him. We left Fort Niagara on the third of July, 1813, and proceeded by land to Schlosser, a little above Niagara Falls, and from thence to Buffalo. There being no vessels to receive us, we proceeded up the Lake in open boats, and after a tedious and troublesome voyage, arrived at Erie, a place pleasantly situated on the south side of Lake Erie. On the 29th of July we sailed for Put-in-Bay, at the head of Lake Erie. It would seem that it was Commodore Perry's intention to bring the enemy to a general engagement, and settle the business at once by a bold and decisive blow.

We lay in Put-in-Bay for some time, exercising ourselves by firing at a mark and preparing our vessels in the best possible manner for the coming affray. On the fifth of September, the British fleet not making their appear-



OLIVER HAZARD PERRY led American forces to victory in the Battle of Lake Erie, September 10, 1813.

BATTLE OF THE LAKE

ance, we proceeded off Malden to see what they were about. We found them preparing for the "fun" as well as ourselves.

Their new ship *Detroit* appeared to be in great forwardness, and the rest of their squadron ready for sea. Some of our officers thought it best to engage them at once, before they were prepared.

"No," said our generous commander, Perry, "I will take no advantage of them but will wait until they get in readiness to meet them fairly and openly on the lake. I feel the utmost confidence in my crew and officers, and know they can fight, and do believe that we can beat the enemy without taking any dishonorable advantage of them."

3

We returned to Put-in-Bay, and the second day (Friday) was the memorable and ever to be remembered tenth of September, 1813. The sun rose in all its glory—but before it set, many a brave tar on both sides was doomed to a watery grave, and many a jovial soul who had "led the merry dance on the light fantastic toe" the evening previous, never danced again.

The first intelligence we received of the approach of the enemy squadron was from the man at the masthead: "Sail ho!"

An officer of the deck replied, "Where away?"

"Off Rattlesnake Island."

Before the officer had time to inquire what she looked like, the man bawled out again: "Sail ho! Sail ho! Six sail in sight, sir."

All then was bustle and hurry on board, but there was no confusion. The signal was made to weigh the anchors, which was done with surprising alacrity. We had sixty fathoms of cable out, and it was not more than fifteen minutes before we had our sails set and our anchors up. The wind was ahead and the enemy to windward, but fifteen minutes after we had got fairly under way, the wind shifted to the opposite point of the compass, which brought us to windward.

Commodore Perry ordered his flag to be hoisted. We knew this flag was on board but none knew what the motto was until it unfurled in the breeze, and we read the dying words of the brave Lawrence: "*Don't Give Up The Ship!*"

This flag was eighteen feet long and nine broad,

painted blue, with letters on it very large and white. When it unfurled, the whole squadron gave three cheers.

All were busy in getting every thing in the best possible order for battle. The shot were got up from below, the guns were loaded and primed, and all was in complete readiness. The drums beat to quarters, and every man repaired to his station.

The command was given, "Silence! Stand to your quarters!" Soon afterward the signal was given for our vessels to form in line. The wind was light and the line was soon formed. We bore down on the enemy in perfect order.

The approach was slow, because of the light wind, giving us a little time for reflection. Such a scene as this creates in one's mind a feeling not easily described. The command, "*Silence*" was again given, and we stood in impatience, waiting. Not a word was spoken, not a sound was heard except now and then a calm order to trim a sail or the shrill whistle of the boatswain's pipe. It seemed like the awful silence that precedes an earthquake. This was a time to try the stoutest heart. My pulse beat quick, and all nature seemed wrapped in awful suspense.

At length there was a gun fired from the new British vessel *Detroit*, 19 guns, and the action commenced. A gentle zephyr of a breeze had wafted us near the enemy and then died away—and it seemed as if Old Boreas had suspended all his operations to view the fight. Our all was at stake. America had never before had an opportunity, since she became a nation, of meeting an enemy squadron to squadron.

No sooner had the first gun been fired from *Detroit* than the British opened a tremendous fire from their whole line, using round, canister and grape shot.

The American vessels *Scorpion*, 2 guns, *Tigress*, 1 gun, and *Ariel*, 3 guns, having long guns, returned their fire with considerable effect. On my own vessel, *Lawrence*, were carried 20 guns, ten on each side, which consisted of two long nines and the rest 32-pound carronades. My comrades fell on all sides of me. One man who stood next to me was most shockingly wounded, having both of his legs shot off and a number of spikes from the bulwark driven into his body. He was carried below and survived until he heard victory proclaimed.

The whole of the enemy's line kept up an incessant fire and our impatience became almost unsupportable, but our ever watchful commodore knew what was best and ordered the long gun to be manned and fired. It was done in an instant and the shot reached the enemy. We kept up a fire with that single gun for a few minutes when an order from our commander put every man in motion: "Stand by."

A second intervened.

"Fire!" Every gun seemed to speak at once.

I shall not attempt to give perfect detail of everything that happened. I paid particular attention to the gun I had charge of, loading and firing as fast as possible. I do remember that at one time, for lack of anything better, I shoved in a crowbar that was laying nearby, and fired the gun. We watched the crowbar spin through the air to do its duty on board *Detroit*, where it cut away three shrouds of her main rigging.

4

After a time my gun got so warm that it jumped entirely out of its carriage, which rendered it useless. Five out of my eight men were either dead or wounded, and I moved on to the next gun and found but one man left

Ships Involved in the Lake Erie Battle

Opposing forces involved in the Battle of Lake Erie, 10 Sept 1813, are as follows:

American squadron—Commodore Oliver Hazard Perry: USS Lawrence, Caledonia, Niagara, Somers, Trip, Scorpion, Tigress, Porcupine, Ariel.

British squadron—Admiral Robert H. Barclay: HBM Detroit, Queen Charlotte, Lady Prevost, Chippewa, Hunter, Little Belt.

Although the American squadron had a total of 54 guns as against 63 for the British, their total weight of broadside shot was 936 pounds to 450 for the British. The American guns were of heavier caliber but their range was shorter.

there. By the assistance of my three we soon made it to play again.

I could now hear only an occasional gun being fired from our vessel, and I looked up to see if our flag was still flying. It was, partly obscured by smoke. Then I heard Perry exclaim, "Man the boat."

Four embarked in the boat with Perry and six remained on board *Laurence*, now badly battered and torn, with her decks showing scores of wounded. These ten were all that remained unhurt out of upwards of one hundred. There was one brave fellow by the name of Bird, who was mortally wounded but refused to leave the deck as long as he could be of the least service.

On board *Niagara*, to which vessel Perry went in the height of the battle through an incessant fire from the enemy, there was at this time but one killed and three wounded. Perry made the signal to close with the enemy and the action was renewed with great vigor. The only words I recollect hearing Perry say were, "Take good aim, my boys. Don't waste your shot."

The smoke was so dense that it was impossible to see the enemy, but we were so close to them that by firing on a general level we could not miss, their vessel being so much higher out of the water than ours. *Laurence* struck her colors for a time, but hoisted them shortly afterward.

I stooped down to get a shot at one time and accidentally put my hand on a small brass swivel gun. It was about nine inches long and would shoot about a two-pound shot. It struck me that it would make a handsome present for John Bull, so I rammed the whole thing into my gun and let go. It was found, after the action, on board *Detroit*.

The action raged with great fury on both sides for some time when Perry, finding that our ammunition began to grow short, resolved to make one finishing blow. He ran his ship down with the intention of boarding one of the enemy vessels, but the British *Queen Charlotte* had run afoul of their *Detroit*, which rendered them useless, as they could not fire at us without killing their own men. Our shot, however, took effect on both of them.

During the action a hardy old man who acted in the station of stopperman, (when any of the rigging is partly shot away, they put a stopper on the place to prevent it from going away entirely), discovered our mainstay partly shot away, jumped and began to put a stopper on. While in the act, another shot cut the stay away below him, which let him swing with great force against the mast. He very gravely observed: "Damn you, if you must have it, take it."

At another time I noticed peas were rolling all over the deck. We had had peas boiling for dinner—our place for cooking was on deck—and a shot had opened the bottom of the boiler. There were several pigs loose on deck, eating them up, and a little dog belonging to one of the officers ran from one end of the vessel to the other, howling in the most dreadful manner.

Our flag was once shot away, which produced three cheers from the enemy, who believed we had surrendered. But they were sadly mistaken; it was soon hoisted again. In short, after a well contested conflict of three hours and forty-eight minutes, the undaunted union jack of Great Britain came down.

5

Seeing the surrender, the English sloop *Little Belt* attempted to make sail and steer for their base at Malden, but *Scorpion* gave chase and fired her Long Tom. The first shot struck close to the stern, the next entered her

starboard quarter, going out her larboard bow, and she surrendered. This made the victory complete, and no one escaped. The British squadron surrendered to us in line: *Detroit*, *Queen Charlotte*, *Lady Prevost*, *Hunter*, *Little Belt* and *Chippewa*.

We took as many prisoners as we had men when we commenced the action, and the English commander's ship *Detroit* seemed very badly cut up. General Harrison, who was within hearing distance with his army, later said, "For three hours it was nothing but one continued roar of cannon."

At the surrender, so the story goes, Admiral Barclay said to Commodore Perry: "My fleet, sir, is yours. I am forced to surrender, but it is no disgrace to me. I have not dishonored my flag, but was overpowered. But you have not acted up to the laws of nations. There was a crowbar and a small brass swivel fired from one of your vessels, doing damage on mine. Your command did not fight like men."

"What can you expect," said the Commodore, "from a nation as young as ours is in military tactics? My men are all raw Yankees and fire very carelessly. They do not care who they hit."

After the battle on Lake Erie, three others and myself were embarked on board the captured schooner *Chippewa* with orders from Commodore Perry to make the best of our way into Put-in-Bay.

We arrived at Put-in-Bay in the evening, and next day about ten o'clock the whole squadron, with three prizes, came into the harbor. They were all in a shattered condition—*Laurence*, in particular, could scarcely float. The masts of the British vessels were so much shattered that they fell in the first breeze.

Not until after reaching port did we hear that Commodore Perry had immediately sent off a message to the commander of the American troops in the area, Major General William Henry Harrison, who was waiting in great anxiety nearby. It read: "We have met the enemy and they are ours—two ships, two brigs, one schooner and one sloop."

USS NIAGARA, raised from bottom of Misery Bay and rebuilt in 1913, begins Centennial cruise of Great Lakes.

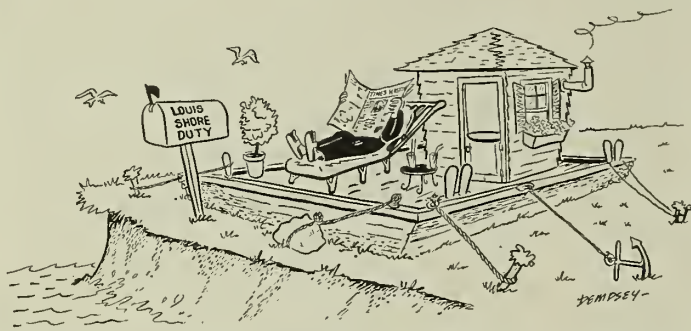


TAFFRAIL TALK

SOME months ago we had a small item about Navy duty being complicated for a man by name of Duty — Herbert E. Duty, SN, USN.

Now we have some more sad words from another man of the same name. "My name," his letters sighs, "is Louis C. Duty, but it should be Louis Sea Duty because that's all I've ever had. Every time they pass the word for the duty boatswain mate or the duty driver or the duty master-at-arms, I always go running. . ."

The letter came from *uss Harwood* (DD 861) where he's a BM2. "I've been on this ship for four years now and can't seem to get any other kind of duty. I've got seven years of continuous



sea duty, and when I do put in for shore duty," he says with resignation, "they will see the name Louis C. ('Sea') Duty, BM2, USN, and — well, put the shoe on where it fits.

"There's one consolation, though — I'm going to fix it up for my son (if I have another one). I'm going to name the next one Louis Shore Duty, and he won't have these complications."

* * *

Would-be enlistees visiting the Marine Corps recruiting office at Binghamton, N. Y., one day not long ago, found said office closed. A sign on the door gave the reason: The recruiter-in-charge had gone to Albany to be reenlisted.

* * *

Lieutenant we know called in to say that *uss Basilone* (DDE 824) has a crewman named Byron T. Allhands, Jr., BT2, USN.

No relation, we presume, to the magazine of the same name.

* * *

One cruiser skipper let us in on the secret of how he was able to keep his men in properly squared hats at all times: Merely ordered his supply officer to stock nothing but large sizes.

They always fall off when worn on the back of the head.

* * *

And out at NAS Alameda, Calif., the birds are picking on white hats. Arriving three weeks after the swallows came to Capistrano this year, the blackbirds that infest the station have a time for themselves by swooping, diving and pouncing on any white sailor hats they can see.

The All Hands Staff

ALL HANDS

THE BUPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget on 29 April 1949, this magazine is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

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DISTRIBUTION: By BuPers Circ. Ltr. 162-43 (NDB, cum. ed., 31 Dec. 43-1362) the Bureau directed that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicated that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the directive.

In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issues.

The Bureau should also be advised if the full number of copies is not received regularly.

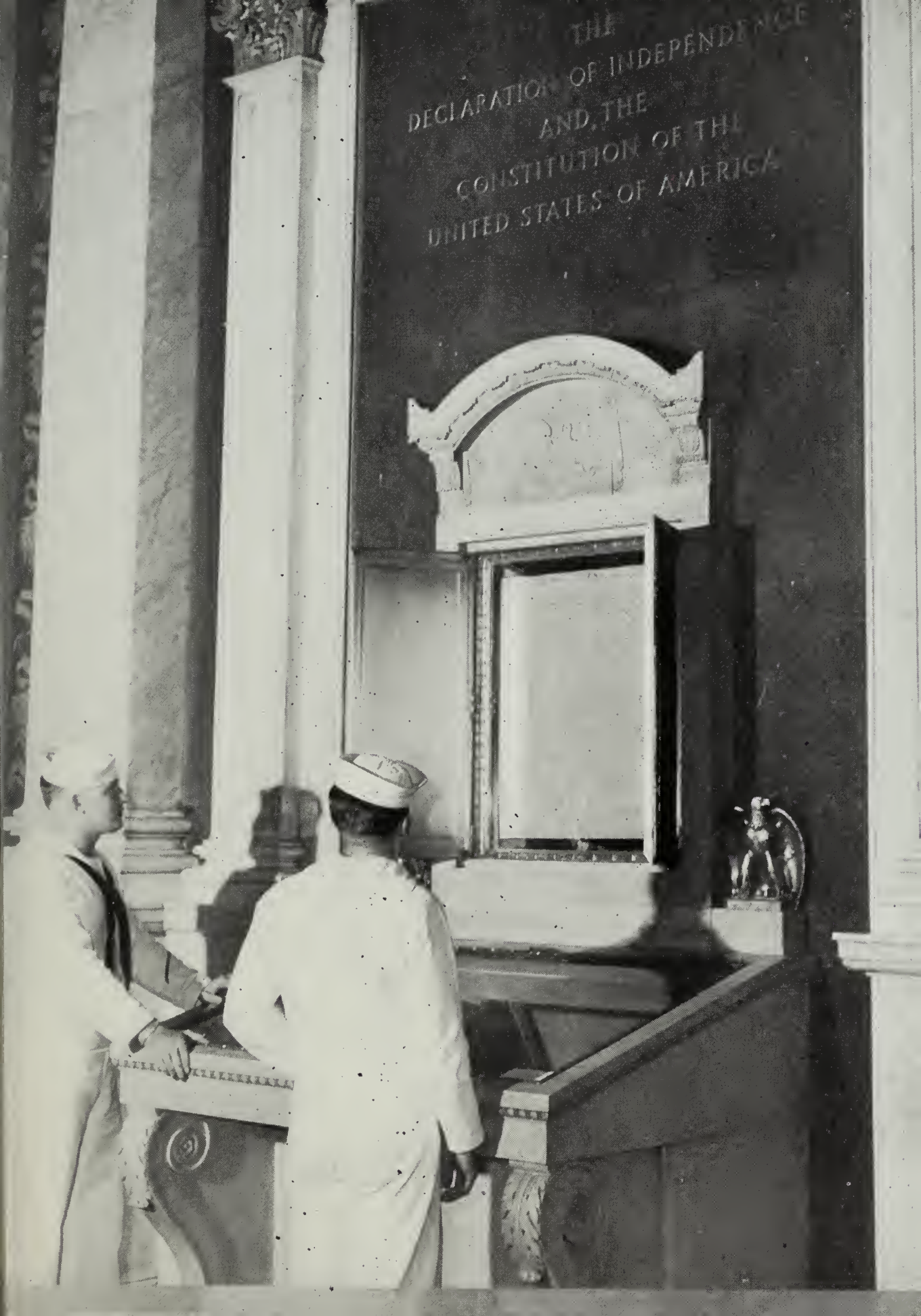
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Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corps. Requests from Marine Corps activities should be addressed to the Commandant.


REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB" used as a reference, indicate the official Navy Department Bulletin.

• **AT RIGHT:** In the spirit of Independence Day, two sailors — C. E. Tillman (left), SK3, USN and R. L. Kutkop, YN3, USN — pay silent homage to original copies of the Declaration of Independence and Constitution in the Library of Congress, Washington, D. C. ➔

THE
DECLARATION OF INDEPENDENCE
AND THE
CONSTITUTION OF THE
UNITED STATES OF AMERICA



YOUR HANDS



**they symbolize skills
acquired in the Navy
LEARN FOR THE FUTURE**

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN



This magazine is intended
for 10 readers. All should
see it as soon as possible.
PASS THIS COPY ALONG

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AUGUST 1950

TWIN CANS



ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

AUGUST 1950

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NUMBER 402

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The Chief of Naval Personnel

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TABLE OF CONTENTS

	Page
Public Relations Is an All Hands Job	2
The Word	6
Ultimate Test of Discipline Is Combat	8
Copter Squadron	12
Navy Sports and Recreation Roundup	14
World's Biggest Little Airline	18
Bluejackets Teach 'Em the Navy Way	21
Motive Power at Sea: Oars to Atoms	22
Reserve Seamen Recruits in Skirts	24
Letters to the Editor	27
Today's Navy	32
Servicescopes: News of Other Services	40
Bulletin Board	42
Foreign Language Training	42
1,200 Permanent CWOs	43
NACP Officers' Education	44
Voting Information	46
Sea Pay and Saved Pay	52
Legislative Roundup	56
Directives in Brief	57
Books: Biographical Novel Featured	58
Book Supplement: <i>Incident at Algiers</i>	59
Taffrail Talk	64

• FRONT COVER: Every inch the man of action, Billy E. Crook, Cpl, USMC, of Asheville, N.C., here typifies the Marine Corps and the Navy, the nation's "first line of defense."

• AT LEFT: Coming alongside the destroyer USS *John R. Craig* (DD 885) at a mid-Pacific base is another destroyer, USS *Floyd B. Parks* (DD 884) of the Seventh Fleet.

CREDITS: All photographs published in ALL HANDS are official Department of Defense photos unless otherwise designated.





THE WORLD OVER, friendly sailors wearing a smile and the correct uniform are best advertisements the Navy has.

Public Relations Is an All Hands Job

WHETHER you realize it or not, you are a public relations man.

Is that news to you? It shouldn't be. No point is emphasized more by the Navy's Office of Public Relations than this one: "Public relations is an all hands job."

This means you . . . and you . . . and you. Every man and woman who wears a Navy or Marine Corps uniform is a first-string member of a far-flung public relations team.

"What do I know about public relations?" you protest. "What is public relations anyway?"

Briefly, public relations as practiced by the Navy means keeping the American people informed about the Navy. It's as simple as that.

Here are the four objectives at which PubRel men level their sights:

- Satisfy the American public's justifiable interest in naval activities.
- Gain for Navy personnel the

public recognition to which they are entitled for their accomplishments.

- Ensure public support for the Navy as a whole.

- Promote and hold the public's interest in the Navy.

"Okay," you say, "but what does that mean to me?"

It doesn't mean that when you go home on leave you must buy a round of ice cream cones for every kid in town, a round of cigars for all the men, or flowers for all the women.

It doesn't even mean that you must join a den of the Cub Scouts, as an honorary member, as one Navy admiral did, in order to gain the public's understanding.

It *does* mean, however, that when you go home on leave you will wear your uniform neatly and that you will treat others in a manner that will inspire respect and admiration,

not only for you as a person, but for your outfit as well—the U.S. Navy and your country.

Remember that when you are in your home town, or somebody else's home town, or in a town in a foreign land, far from the ships, planes and other sailors of the fleet, that at these times you *are* the Navy.

The way you wear your hat, the shine on your shoes, the way you walk down the street, the way you talk with people, your whole attitude—these seemingly insignificant things are the things that determine what people will think of you and of your Navy.

In following these four public relations objectives, you should also make it a point to have something to tell folks about the Navy.

What people want is the broad picture. If you're on a carrier, people will ask you about carrier operations,

about how many planes you can carry, about how far a plane has ever flown from a carrier, or about when the first carrier landing was made.

Be able to give them a good answer. Don't be like the seaman who, when asked about what life was like in the Navy, began by saying, "Well, in the morning we have beans. . . ." Give them more than beans. Give them facts.

If you are an airman, for example, take a bearing on such facts as these:

- First take-off from a ship was from the scout cruiser USS *Birmingham* in 1910.

- First landing on a ship—USS *Pennsylvania* in 1912.

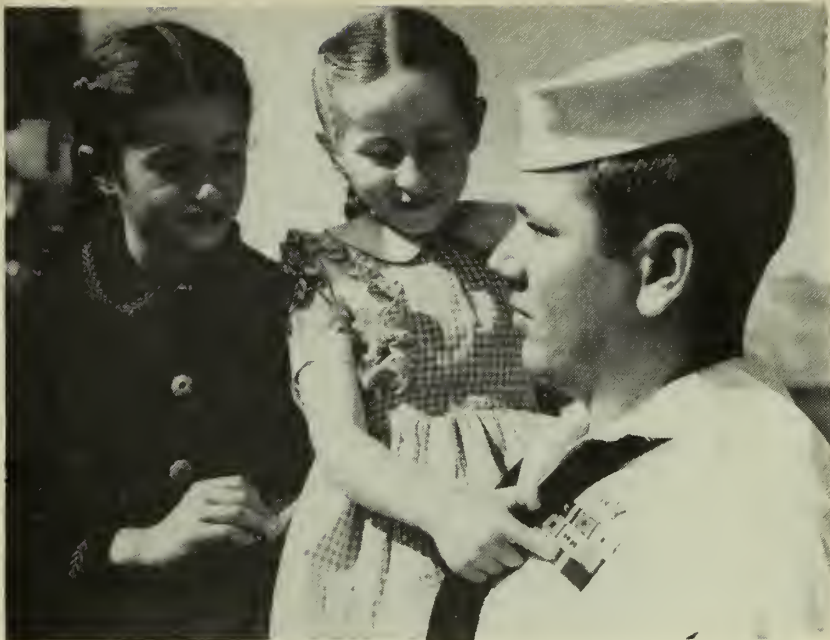
- World's long-distance non-stop record, 11,236 miles, held by P2V *Neptune Truculent Turtle* flying from Perth, Australia, to Columbus, Ohio, 1 Oct 1946.

- A Navy airman was the first to fly over the North Pole (Rear Admiral Richard E. Byrd, USN (Ret.), then a lieutenant commander, in 1926).

- Rear Admiral Byrd was also the first to fly over the South Pole, in 1929.

- First plane ever to make a transoceanic flight (even before Lindbergh)—a Navy plane which flew from Rockaway, L. I., N. Y. to Lisbon, Portugal.

- First GCA radar landing made by Lieutenant Bruce Griffin, USN, at



FASCINATING to children of all lands, the adventures of seafaring men make exciting listening, create unforgettable impressions of the U.S. fleet.

NAS Quonset Point, R. I., December 1942.

Similar interesting facts can be learned about the Marine Corps and about the surface and undersea components of the Navy. The man who can stow away some of these facts will find them plenty useful. Spreading these facts around is largely a personal job—that's where you fit in.

There are many ways to use facts such as these, ways that will tab you as an A-1 Navy public relations

man. Here are a few of the ways:

- *Talks in schools*—You may be asked to talk to a high school class or assembly. Accept the invitation. A talk is not nearly so difficult to give as you may imagine. All you have to do is stand up and tell a few stories of your experiences.

One electronics technician who worked with GCA at a Naval Air Station described to a high school physics class the basic elements of the ground control approach system.

A petty officer third class, re-



OFFICIALLY or unofficially, courtesy and interest pay dividends in good will and respect for you and your outfit.



AT HOME or abroad, people judge both the Navy and the U.S. by your appearance and actions. Make it a point to be a good sailor-salesman.

cently returned from a Mediterranean cruise, gave a short talk telling his listeners the differences in the customs of the people of Greece, Morocco, Turkey and Egypt.

A yeoman assigned to a Navy tug told a class how his tug and others succeeded in pulling *uss Missouri* (BB 63) off the sand bar where she had gone aground.

- *Talks on the radio*—A quartermaster second class, back in his hometown on leave after his ship

returned from a voyage to Australia, was asked to appear for a 15-minute radio interview.

Although scared half to death, he nevertheless agreed and gave a very creditable talk about Australia and about his ship, *uss Antietam* (CV 36). Soon his telephone began to ring with messages of congratulations from friends who had heard the program.

If you are asked for a radio interview, say yes. The announcer will

do most of the work—all you will have to do is answer the questions.

- *Newspaper interviews* — You may also find yourself sought out for a newspaper story, especially if you have recently returned from abroad.

Here again, there's no need for your knees to start knocking. Just step up and tell the man something interesting—within the bounds of security, of course. He will ask the questions—all you must do is supply the answers.

Smaller newspapers particularly are eager for news of home town boys, especially news with a foreign flavor. One Virginia newspaper was so eager that it printed letters sent by a sailor to his family from the Far East—printed them with the family's permission, of course.

- *Club meetings*—Sailors home on leave may also be invited to luncheon meetings of clubs or civic organizations such as Rotary, Lions, Kiwanis, Moose, Elks or Eagles. A luncheon such as this is an excellent opportunity to tell the story of the Navy.

Your talk need not be profound. It need not solve the problems of the world. Merely tell them what you do in your job in the Navy. Tell them about the last cruise you took and what life aboard ship is like. You will probably find that a short talk will generate more questions than the club president can handle.

- *Lend a hand in the community* —Many are the examples of Navy men who have made significant contributions to the life of a community.

In Alameda, Calif., naval aviation personnel officiated at a model airplane meet for the town's kids.

In New York City, sailors lent a practiced hand to a group of Sea Scouts readying their ship for a cruise down the Hudson River.

And in Washington, D. C., two Marines voluntarily gave blood to the Red Cross—by mistake.

It seems that the two walked into a Red Cross building to deliver a contribution of money which had been collected from their detachment. That was fine except they walked into the wrong office. Shortly thereafter, they came out—minus not only the money but a quart of blood apiece!

Just as you can play an important role in public relations by standing



TRIUMPH of *Bon Homme Richard* over the British Frigate *Serapis*—Every bluejacket should be familiar with history and traditions of the U.S. Navy.

up and telling folks in your hometown the facts about the Navy and about your specialty, you also can play an important part in the public relations scheme of things when you visit a foreign land.

It's a different part, but you're still the No. 1 actor. When you're abroad, you represent not only the U. S. Navy but the United States as well. In the eyes of foreigners, you *are* the Navy and you *are* the U. S.

What can the average bluejacket do to create a good impression for his country abroad? Mostly, just use good common sense. However, here are a few practical hints to guide you:

- Wear your uniform correctly. The hundreds of people who see you ashore get a lasting impression from the appearance you make in the uniform of the U. S. Navy.

- Conduct yourself as you would in your own home town. Englishmen, Frenchmen, Spaniards and Greeks like to have fun just as you do. But they know the limits. Be sure you do too—then stick to them.

- Recognize foreign customs—Foreigners have customs which sometimes puzzle Americans. But then Americans have customs which often puzzle a foreigner. It's a matter of give and take—do your share of giving.

- Treat others with respect—If a ship of the English fleet should visit your home town, you would want the English sailors to treat your mother and father, sister and brother with respect. They expect the same of you.

- Learn something of the country—You'll find most foreigners eager to learn about America. Are you as interested in learning about their country?

Abroad and at home, wherever you are seen in the Navy uniform, you are a representative of the U. S. Navy and the United States. People in your home town as well as the people of a foreign country will judge both the Navy and the U. S. by your appearance and actions.

At home you can play your part by acquainting people with the missions and methods of their Navy; abroad, you can create a favorable reaction to the U. S. fleet and the United States itself by recognizing the fact that you are a visitor and by acting accordingly.

Public relations is an all hands job. Be a good public relations man.



Foster Fathers

Enlisted men attached to Com-NavFE have "adopted" children of the Home of Affection orphanage near Tokyo, Japan. Navy men visit the home each week, bringing clothing, food, candy and good cheer to children who lost their homes and parents.

Grateful orphans, once ragamuffins on the streets and alleys of Tokyo, present cherry blossoms to a chief (above). Right and below: "Foster-father" sailors watch orphans opening presents.



THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

• **FAMILY ALLOWANCE** - Persons who have lost their eligibility to draw "family allowance" under saved pay will have to prove that they still have the same number of dependents if they regain their family allowance.

This means that if you became entitled to draw family allowance payments under saved pay as the result of a directive (Alnav 19-50, NDB, 30 Mar 1950) and have a Class A dependent, such as a wife, you must reestablish the dependency of your relative.

To do this, you must have a special certificate signed by your dependents. This certificate is described in a new Alnav, Alnav 52-50 (NDB, 15 June 1950).

Personnel who became entitled once more to a family allowance and who have only Class B or Class

B-1 dependents, however, need only fill out a statement listing their dependents.

• **GRADUATION LEAVE** - Orders issued to the members of the Naval Academy class which graduated on 2 June 1950 have been modified. The delay in reporting granted in such orders will be considered as graduation leave instead of advance leave of absence. Graduation leave, which must be completed on or before 2 Sept 1950, will not be charged to the leave earned after being commissioned in the U.S. Navy.

This modification of 1950 Naval Academy graduates' orders is announced in BuPers Circ. Ltr. 91-50 (NDB, 30 June 1950). The change is based on a provision contained in

Public Law 532. Eighty-first Congress, which was approved by the President on 2 June 1950. The provision is quoted in the circular letter.

• **NAVSCOL**—A Class B school for electrician's mates is to be established at the Naval Training Center, Great Lakes, Ill., with opening date set at 2 Oct 1950.

Planned capacity of the school is 150 trainees, with the course to be 20 weeks in length. Students will enter the school at the rate of 30 every four weeks. Persons familiar with the topography at Great Lakes will be interested to know that the school will be located in Building 312, Service School Command.

Initially, the school will be staffed by one warrant officer and 20 enlisted personnel, in addition to the Officer-in-Charge, U. S. Naval Electrical Schools, Great Lakes. It will be under the military command of the CO, Service School Command, and under the management control of the Bureau of Naval Personnel.

To be eligible to attend the school, personnel must be EM2 or above. Quotas are being assigned to Com-

Winning the Navy Cross Among Highlights of Chief's 32-Year Career

"If I had it all to do over again, I'd do the same thing," said Donald A. Graham, ADC, USN, on the day he retired.

It had, in fact, been more than 30 years since Graham first joined the Navy; 32, to be exact. It was in 1918 that he originally enlisted, in Scranton, Pa., where he was born. Late the following year he accepted a discharge, and obtained employment at a military academy in Indiana. But in 1920 he was overcome by the call of the sea.

The naval career really jelled that time, and Graham stuck with it until he rounded out a full 30. In the '20s, he went on several midshipman cruises and visited many places—for instance, Copenhagen, Paris, London and Naples.

The chief earned the Navy Cross during the Pearl Harbor disaster by releasing the lines of another ship moored alongside *Arizona* in a rain of bombs and machine gun fire.

A stirring ceremony was held for Graham the day he left the Navy. Eight CPOs at the Marine Corps Air

Station, El Toro, Calif., brought the event to a climax by serving as side boys while Graham, who had been transferred to that activity for sepa-

ration, passed between the two rows. The bos'n's pipe shrilled, and a long, successful naval career came to a close.



DISTINGUISHED career of Navy Cross winner Donald A. Graham, ADC, USN, closes as he is piped ashore with fellow chiefs serving as side boys.

Ships' Histories Mailed As Rapidly as Possible

If you're still waiting for that ship's history you requested—please be patient.

ALL HANDS announced in the April 1950 issue that histories of 800 ships which fought in World War II are now available on request from the Ships' Histories Branch of the Navy Department. Response to the announcement has swamped the Branch with more than 14,000 requests.

They're opening your mail as rapidly as possible and your mimeographed history will be mailed as soon as they can get to it. The histories are being mailed alphabetically by the names of ships.

One last request: Please don't write a second time. Your first letter is being handled and a second inquiry will only slow up the process.

ServLant and ComServPac. Applications may be forwarded to the Chief of Naval Personnel (Attn: Pers C1212) via the chain of command and ComServLant or ComServPac, as appropriate.

• **CLOTHING ALLOWANCE** — A new system of providing clothing for regular enlisted personnel is now in effect for the Navy and the other armed services.

The new system adopted by the Department of Defense closely follows the current Navy system of giving cash sums to enlisted personnel for the purchase of their uniforms. Briefly, it provides the following types of allowance with the corresponding cash values:

(1) An initial allowance of \$151.55 (for men) and \$252.10 (for women) for the new recruit. (2) A basic maintenance allowance of \$3.60 per month (for men) and \$4.50 (for women) from the end of the recruit period until the completion of three years' service. (3) A standard maintenance allowance of \$4.20 per month (for men) and \$6 (for women) from that time on. (4) A special supplementary allowance for chief petty officers, and for enlisted personnel assigned to special duties.

Under the new Defense-wide clothing allowance system, sailors

will have their clothing allowance included in their pay checks each month rather than each quarter as previously.

Don't worry, however, if your new clothing allowance is not included in your next pay check. It will take some time before your disbursing officer can receive the new regulations and can compute your allowance.

A clarifying directive, Alnav 57-50 (NDB, 30 June 1950), instructs disbursing officers to hold up payment of any clothing allowances except for those for new recruits, pending the issue of new instructions.

• **PEST CONTROL TRAINING**—

Here is an opportunity for a limited number of Naval Reserve officers of the Medical Service Corps who are entomologists and malariologists. They can receive two weeks' annual training duty while learning more about the methods and operation of insect and pest control.

Two-week training courses in insect and pest control began in July 1950, and will continue until June 1951. They convene on the first and third Wednesday of each month at the Navy's Malaria and Mosquito Control Unit #1, USNAS Jacksonville, Fla.

Eligible to enter this training are inactive Naval Reserve entomologists and malariologists living in the following naval districts: 1st, 3rd, 4th, 5th, 6th, 8th and 9th, and PRNC.

• **RESERVISTS** — Naval Reservists attending high school or college have been cautioned against taking the annual Reserve cruise requirement as an invitation to skip school for a while.

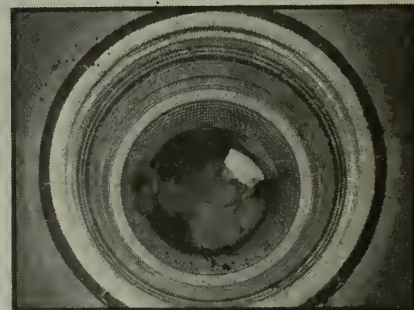
There is no intent in the Navy's policy toward its Reservists to take students out of school during an academic year and order them to sea for two weeks to meet their cruise requirement.

To the contrary, Reserve cruises are so arranged that students have ample time during vacations from school to take their annual two weeks' training duty as Naval Reservists.

Commanding officers of Naval Reserve units have been advised not to permit students to take cruises during the school year except in exceptional circumstances. The Navy wants them to stick to their books.

QUIZ AWEIGH

Your nautical knowledge will probably help you blast the last two questions but the first four are apt to prove curve balls. Batter up.



1. This sailor is looking through the business end of (a) thermocouple fitting on a high pressure steam line (b) chamber of 16-inch rifle (c) jet tail pipe section.
2. It is used (a) to measure temperature (b) to import rotation (c) as an air duct cooler.



3. The flag on left is the official flag of (a) Congress of the United States (c) Department of Defense.
4. At right is the official flag of (a) Joint Chiefs of Staff (b) Secretary of Defense (c) National Military Establishment.



5. This ship, featured in an article in the January 1950 ALL HANDS, is (a) refrigerated ship (b) fleet oiler (c) repair ship.
6. This type vessel comes in three convenient sizes—small, medium and large. Loaded tonnage of the largest is (a) 22,000 (b) 15,000 (c) 7,000.

ANSWERS TO QUIZ ON PAGE 53

'Ultimate Test of Discipline Is Combat'

(Editor's note—The viewpoint of the top man in the Navy on the subject of leadership, morale and discipline was outlined to officers attending the Naval War College, Newport, R.I., by the Chief of Naval Operations, Admiral Forrest P. Sherman, USN. With the belief that the speech contains a message for every officer and man in the naval service, ALL HANDS here reprints the address in its entirety.)

I am gratified at the opportunity to visit the Naval War College. However, I must confess that it was with some hesitance that I agreed to add to the number of addresses to which you have listened during the year and to the vast number which are being given in various educational institutions at this season of the year. I well remember my own eagerness about 23 years ago to leave these surroundings and proceed to my next ship, the *Lexington*, then about to go into commission.

Partly because I remember that transition from the quiet study of the art of naval warfare to the problems of training the crew of a new ship, but more importantly because of the urgency of and seriousness of the subject, I want to talk to you this morning about a problem that concerns me greatly—a problem which you of the Navy and your contemporaries must solve. It is the problem of naval leadership. I believe that similar problems will confront the officers from other services who are here this morning.

The fundamental problem to which the command of the Navy and, in fact, the entire military establishment is devoting most of its energies is to achieve maximum strength with the money that is made available to us. Difficult as it is to increase effectiveness with reduced overhead, we are making headway and getting results. By eliminating activities which absorb funds without commensurate returns we are making more funds available for ships, airplanes, and men—but this is only a beginning. The combat effectiveness of our Navy derives more from the caliber and spirit of its officers and men than from the quantity and quality of weapons, and that caliber and spirit cannot be bought.

Those of us assigned to duty in the Navy Department are responsible for obtaining the material and the personnel that we need. The training, the morale, and the discipline of the Navy are the responsibilities of all those in authority from the most senior officer down to the leading seamen. At this time when you are about to return to a more active career, it is most appropriate that serious thought be given to the problems of leadership, morale, and discipline which confront all of us. Here at the War College your studies and problems can presuppose a high standard of personnel. Elsewhere it is necessary actually to establish high standards.

After the tensions of any war, there is a tendency

for morale and discipline to let down unless prevented by positive exercise of leadership. Such a let-down is the natural result of diminished national interest in things military; of abatement of the hardships and uncertainties inherent in service afloat; and of the natural human desire to devote more attention to family and personal welfare. That was true in 1781, in 1814, in 1866, in 1919, and in 1946.

In the early days of our nation, we fought—and won—against heavy odds. Our ships were few, and inadequate, but they were successful against the powerful nations which then ruled the world. They were able to succeed because those captains were able to inspire their men with the courage, the zeal, the enthusiasm, and the will to win which could decide the outcome before battle was joined. Each succeeding generation of officers enriched the fighting spirit of the Navy and added to our proud naval heritage primarily because of superb leadership, morale and discipline.

In the early days of the Navy, when our great traditions were first established, even down to the war with Spain, it was well understood that a sea officer was primarily a leader of men. Although years of sea experience and a high degree of intelligence and professional skill were essential, his usefulness was in large measure dependent on his ability to exercise leadership, to command the confidence of his subordinates, and to maintain morale and discipline both in battle and in the dull periods of peace.

During the last half century the rush of events has faced us with a bewildering array of technical skills to be mastered, a greater volume of professional information to be digested, and a most complex state of affairs in which naval officers must now be able to work with scientists, statesmen, industrialists, and administrators.

During these years the pressure of technical specialization, and the time required for even moderately adequate education and training of officers have interfered importantly with the traditional duties of sea officers, particularly with their attention to their men.

In this century our nation became more powerful. Our ships and our equipment became superior in many ways to those of our opponents. The productive capacity of our country, its scientific skill and ingenuity generated a powerful fighting force. But even in the last war when the United States had a preponderance of excellent materiel, our battles were won by men—by men inspired by their cause, by men who gained strength out of confidence and faith in their leaders. Mitscher, Callahan, Scott—were but a few of the many inspiring examples of men who fought well—and who were loved by their subordinates. Our leaders who fought so valiantly and won so many hard-earned victories had faith in their own ability, trust in their shipmates and reliance on the judgment and skill of their own superiors. All the good equipment, all the research skill of the country would have availed us nothing had our weapons not been manned by daring, courageous and skillful men. It is men who win battles.

In the peacetime Navy, it is again men who most influence the peoples of the world. Good equipment is an asset; but in the final analysis, the bearing of a



ADM Forrest P. Sherman

ship's crew has more power, more influence, than the technical excellence of the ships they man. Just as wars are won by men, so the ideals of freedom are maintained by men—not by masses of materiel. The world is still swayed more by the beliefs and the deeds of men than by production charts.

The material superiority enjoyed by the United States today may not always exist. We may be rigidly restricted in the use of certain materials. There may be severe shortages, our manufacturing dominance may not be so great as heretofore. These material inadequacies we must counterbalance by the quality of our equipment and superior men to use it.

We can be certain that we will not have the numbers of men available to our adversaries. We will have fewer men to fight and fewer men to work in our factories.

The restrictions of manpower may limit us in the number of ships we can man, in the number of planes we can fly, and in the number of bases we can use for support. We can compensate for smaller numbers only if each man is more skillful, is better trained, is more enthusiastic, and has more combat ability than the men he will oppose in battle. Therein is the greatest challenge to naval leadership which has ever existed.

The wartime role of the Navy is clear-cut. It must maintain control of the seas, or the United States will not be able to support its own forces or those of our Allies overseas. It must take its part in carrying out the war to the enemy and in exerting our total military power effectively and victoriously in areas of our own choosing. We have an important task—a most critical one—and one which will not be easy to accomplish. We can accomplish it, but to do so we must maintain our combat ability at higher levels than ever before. We must maintain our officers and men in a state of superior readiness.

It is our responsibility as senior officers to achieve this state of superior readiness. It is our responsibility, collectively and individually.

The goal which we must reach is one which can be attained only by a well-disciplined organization. A well-disciplined organization is one in which all the members of the organization are taught to work willingly, enthusiastically, and skillfully as individuals and as a group, to fulfill the mission of the organization with an expectation of success.

The ultimate test of discipline is combat. The only discipline which will surely meet the test of combat is one that is based on the fact that all hands have pride in a great service, a belief in its purposes, a belief in its essential justice, and complete confidence in the superior character, skill, education and knowledge of its leaders.

Every experienced officer in the Navy knows the basic requirements of leadership. We all know what is necessary to make an outstanding ship and an outstanding Navy. But not all of us practice the things we know. I doubt that any one of us here in this room has done as much as he has within his ability to improve the discipline in our Navy. True, there are many good reasons for our shortcomings. Officers have too little duty afloat in combatant ships; they get lost in too many desk jobs; they spend too little time in command of numbers of men. But, in spite of all the difficulties, we must have the most effective organization, the best disciplined organization in the world, or the next war



EQUIPMENT would avail us nothing unless manned by courageous and skillful men. 'It is men who win battles.'

may bring disaster. The senior officers of the Navy must exert their predominance, enhance their prestige, and assert their responsibilities by effective action.

What needs to be done to inspire the spirit of enthusiasm, understanding, and confidence that will produce a pre-eminent combat outfit?

One area in which considerable improvement is possible is the personal interest of senior officers in their junior officers and of junior officers in their men. Navies are unique in the close relationships which exist at sea between seniors and juniors, but in our diffused organization on shore, we have a tendency to lose personal touch with each other. Only by knowing their subordinates can officers both evaluate their talents and limitations, and stimulate their growth toward the high standards the Navy must demand from all who serve at sea.

It is essential that each officer in a responsible position understand thoroughly the group for whose training and performance he is responsible. The effectiveness of that group will largely depend upon the skill with which the leader causes each member to identify himself with his group. All leaders must have continuous concern for their subordinates. This concern must be evident at all times, not just when the subordinates get into trouble, or when the leaders want a special effort. Leaders must know their people as individuals, and their men must realize and appreciate that their leaders do know them. Foremost in each man's heart is the desire to be known, to be appreciated and understood, to be an individual in the eyes of his leader and not a nameless cog in the machine. This is an old, old story. I have repeated it only because there are signs that it



COMBAT EFFECTIVENESS is derived from caliber and spirit of personnel. That caliber and spirit cannot be bought.

is being forgotten.

It is said rightly that a good captain makes a good ship; good department heads, and good division officers are almost an equal requirement. Junior officers greatly affect the spirit of the Navy. Each one is an important link in the whole chain of command, important because it is his responsibility to deal directly with his men. But, he cannot carry this responsibility without the aid of his seniors. Division officers, for example, often do not have the means and time available adequately to supervise and counsel their men in the manner necessary to develop the mutual respect and understanding so important to morale and discipline. The solution to the problem lies in greater appreciation by senior officers of the relative importance of the multitudinous and diverse duties of their subordinates. The more senior officers must appreciate that the most important duty of their subordinates is the direction of their men and *not* paper work and administrative routing.

Our younger officers must be given a clear understanding as to their duties, and it is especially important that they be given duties in which they can acquire a sense of achievement, and thereby obtain the pride and professional self-respect which are essential to high morale in the officer corps. Junior officers should be continually encouraged to observe and profit by the example of the senior officers who are the best leaders.

Likewise we must be sure to maintain and inspire the relationship between officer and petty officer, and petty officer and non-rated men. We will thereby improve our petty officers and our combat effectiveness.

I believe that many of us have given too little effort to passing information both down and up. Our juniors and many of our men have, we hope, chosen the Navy as a life career. They want to belong to an organization that is progressive, that is successful and that is respected and honored by other professions. Factual information is the best means of convincing them that their profession is the best profession in the world—as it is. The plans, the purposes, and the future of the Navy should be explained and explained again—at every opportunity. Only by careful and thorough exposition of what the Navy is and what it expects to do can we build up a proud and well-disciplined organization, because only with knowledge and confidence can true discipline be achieved.

I cannot leave the subject of our younger officers without making the comment that we cannot expect

discipline and propriety of conduct among our men if we do not require it among the younger officers. It is still true that the discipline of the wardroom is the discipline of the fleet.

There has been a tendency for officers to be so lenient with minor infractions of discipline as to encourage the delinquent and discourage the outstanding. Each time we let an officer or an enlisted man become slack in his appearance, we do an injustice to those who maintain a higher standard and are proud of their uniform. However, we must distinguish between the faults of softness, timidity, or weakness in dealing with delinquencies and the virtues of understanding and compassion for others, which are usually the attributes of leaders who are firm and strong.

No really good man wants to continue in a military organization which is slack. We, ourselves, and all of our juniors, want to serve in an organization which distinguishes between good performance and poor performance—which rewards the former and penalizes the latter.

We all know that a taut ship is a happy ship. In a taut ship every officer and every man knows exactly where he stands. Each knows what is expected of him. Each has complete confidence in his associates and knows that an incompetent shipmate would be brought up with a round turn. In a taut ship there are no soft billets, and there is no man or group of men "getting away with it." The officers and men are on the job and they require others to be on the job. The shiftless are dealt with promptly—and dealt with while their offenses are still minor.

Another important factor affecting morale and discipline is stability. Stability of operating schedules, stability of personnel, stability of orders, all tend to increase the morale of an organization. This is true because the people know where they are going to be, what they are going to do, and how they are going to do it—and they can plan accordingly. For this reason I shall do all in my power to improve and increase stability in the Navy.

These four factors that I have just described are essential in a well-trained and well-disciplined service. However, such things as creature-comfort, adequate housing, medical attention for themselves and their families, the solution of family difficulties—cannot be neglected. Neither officers nor men can be proud of their organization unless that organization permits them

to live respectably, and unless they have an agreeable environment, and adequate food.

Any organization will have good morale and discipline if the command is adequate, for command, morale, and discipline are inseparable. Morale and discipline are functions of command, their problems are the problems of command. Military leadership requires that leaders exercise their responsibilities for morale and discipline, and that they exercise those responsibilities all the time. The duties of command cannot be delegated—they are yours—and they will remain yours individually as long as you wear the uniform of the Navy.

The United States' naval service has always been one of the best disciplined organization in the world. Because of this discipline, the Navy has been able to demonstrate its worth and its effectiveness in combat. Wars of the future will probably be against great numerical odds. Our competence must be superior to that of any enemy if we are to do our part in assuring the survival of the United States. The competence of a well-disciplined organization is not difficult to achieve, because we have a firm foundation upon which to build—we have the finest men of any military service in the world—but, each of us must do his utmost. The officers of the Navy are responsible for the Navy—that Navy will be just as good as we make it.

Each officer of the Navy must meet increasing demands for technical and professional skill. But first and foremost, he must maintain the traditional standards of loyalty, justice, tenacity of purpose, attention to duty, and sustained devotion to the ideals of leadership, morale and discipline which are the strength of our service.

Each must look on this great service of ours—and on the country we so proudly serve—in the same spirit that burns in Pericles' advice to the Athenians more than two thousand years ago:

"You must realize the power of Athens and feed your eyes upon her from day to day, till love of her fills your hearts; and then, when all her greatness shall break upon her, you must reflect that it was by courage, sense of duty, and a keen feeling of honor in action that men were able to win all this."



Laugh Therapy

Enough bright stars of the entertainment world appear at the Naval Hospital, Great Lakes, Ill., in the course of a year to form a ranking constellation.

The reason? An impartial survey of medical experts proves conclusively that a good time and a few laughs are bound to give a guy a big boost along the road to recovery. Performing are such well-known personalities as Joan Blondell (above), the one and only Jimmy Durante (right) and Frances Langford (below), and other top troupers.



COPTER SQUADRON



FORMATION of Marine helicopters leaves USS *Palau* transporting heavily armed assault troops to distant 'airhead'.

HELICOPTER ASSAULT, the Marine Corps-developed technique for storming a beachhead by troop-carrying helicopters, is proving to be a revolutionary development in the search for new and improved methods of waging amphibious warfare.

Basically, the tactics employed are to equip a number of ships with troop-carrying helicopters. When landings are planned for early morn-

ing, the helicopters would be loaded with combat-equipped troops while still as much as 150 miles from the destination and flown in under cover of darkness. The quickly-landed troops would gain an element of surprise in making the initial attack and an opportunity to secure the beachhead for the main body of troops, which would be landed by boat.

The versatile helicopter is well

equipped for this type of work, being capable of landing on rough terrain with ease. Eight of the Marine Corps' HRP helicopters can carry 56 combat-equipped troops. Other HRPs transport heavy equipment such as 75-mm. howitzers. The "egg-beaters" also lay wire, bring in ammo and other vital supplies.

The use of helicopters in amphibious warfare was demonstrated in





SWASH plate assembly, for control of helicopter, being worked on by a civilian expert (left). Above: Mechanic



SIMULATED night flying time is logged by one of HMX-1's 23 pilots (left). Above: Ace mechanics keep the squadron's aircraft availability high.

Operation Parkard III. During this peacetime training operation eight helicopters were carried on board *uss Palau* (CVE 122).

During these operations, flown by HMX-1 from the air station at Quantico, Va., nothing developed either technically or tactically to indicate any unsoundness in the Marine Corps' concept of ship-to-shore assault by helicopter. Once again the 'copters proved themselves here to stay.  



COMBAT-RIGGED Marines board an HRP on *Palau's* flight deck prior to assault (above). Below: 'Copters are secured following the day's operations.



for pitch, is explained to Marine mechs as assemble helicopter transmissions.



An All-Out Sports Program Brings All Out

AN OBSERVER at the U. S. Naval Amphibious Base, Little Creek, Va., might think that maneuvers are in full swing on the day he happens to visit. On taking a closer look, however, he discovers the mass of men dotting the fields are Amphib sailors engaged in intramural athletics.

In sports, the Amphibs believe in quantity and quality. Sailors stationed on this base can—and do—take part in one of the most extensive sports programs—found anywhere in the Navy. On their mammoth 8,000-acre base are facilities for indulging in sports that range from lake fishing to indoor track and field events. The Amphib sailors—there are approximately 10,000 of them stationed on the base or on board ships of the Amphibious Force—see that these facilities are not left idle.

While Amphib varsity teams are well known and respected in an area that breeds some of the finest service squads in the country, the heart of the Amphibs' sports program is its intramural leagues. Well organized and highly competitive, these leagues provide hundreds of sailors a chance to loosen their muscles while taking an active part in their favorite sport.

The intramural program keeps in full swing the year around. Fielded are some 27 softball teams, 11 baseball squads, 29 basketball quintets,



"The fellow who rented me this suit said it was more my type."

16 bowling teams and other intramural teams in wrestling, boxing, tennis, golf and pistol. Contests are always well attended by enthusiastic rooters, and conducted on a business-like basis by competent officials. Complete uniforms are furnished to all intramural softball and basketball squads and, of course, playing equipment is supplied to all intramural teams. Presentation ceremonies are held at the end of each season with appropriate awards being presented to the champions by the Commander, Amphibious Forces, Atlantic Fleet.

Where the Little Creek Amphibious Base really excels is in its facilities. Available on the base are some 10 softball fields, a baseball diamond, handball and volleyball courts, two football fields, five sailboats, an outdoor rifle and pistol range, tennis and badminton courts,

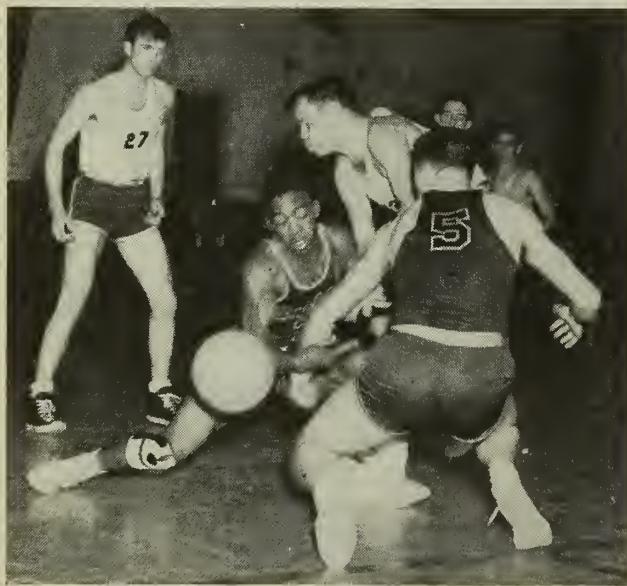
16 bowling alleys and a nine-hole golf course that will soon be completed.

On the base's expanse of coastline is an exceptionally fine beach, set aside for the exclusive use of recreation parties. Fishing equipment is available, and sailors spend many pleasant hours casting in the Atlantic surf, trolling offshore in boats furnished by the base, or bait fishing in two fresh water lakes located right on the base. Good catches of flounder, sea bass, pike, mackerel and spots are made.

For sailors who don't like to swim in the surf, the base has an outdoor swimming pool. Its huge gymnasium contains three basketball courts, boxing and wrestling rings, and ample seating for spectators. The base is so large you can go hunting without leaving its boundaries—using shotguns, rifles and ammunition furnished by the recreation department.

Varsity teams are fielded by the Amphibs in baseball, softball, basketball, football, bowling, wrestling, boxing, tennis, golf and swimming. These teams represent not only the Little Creek Amphibious Base, but the entire Atlantic Fleet Amphibious Force. Contests are scheduled against powerful Navy, Air Force, Army and collegiate competition in the area.

As these Amphib teams represent



INTENSE SPIRIT of Amphib Force athletes in team and individual sports has earned them respect in competition.

the entire type command, players are often drawn from many units to form a single team. In basketball, football and baseball, prior to pre-season practice, word is spread throughout the Amphibious Force that talent is needed for the team. Men attached to the various units of the Force turn out for these initial workouts. Sharp-eyed coaches look them over carefully, tabbing the prospects. These men return for further workouts, and gradually the squads are reduced to workable size.

In softball, after the intramural league champions have been determined, a tournament is held with a Force championship team emerging. Bolstered by outstanding players from other intramural teams, this team becomes the Amphib varsity squad, representing the Force in outside competition.

Boxers, wrestlers, bowlers and other individual sport athletes are selected for varsity squads in much the same manner as are team members of basketball, football and baseball squads. Under the guidance of the athletic department, they are whetted to a fine edge for outside competition as representatives of the Amphibious Force.

Amphib varsity teams play a rugged schedule in practically all sports. Contests against teams from NAS Norfolk, Norfolk Naval Base, Fort Monroe, Langley Field, MCAS Cherry Point, Camp Lee and the Quantico Marines are always colorful affairs because of the high caliber of play and the intense rivalry.

In Atlantic Fleet competition, the Amphibs have compiled a remarkable record. In 1948 and 1949 they won the Fleet softball crown. Again in 1948 and 1949 they won the Fleet football title, and by so doing, gained permanent possession of the Jonas Ingram Atlantic Fleet Football Trophy. In 1949 they added the Fleet baseball and basketball crowns to their collection. It was the first time a single organization had captured four Fleet titles in succession.

The sports program of the Amphibs is designed to benefit the largest possible number of its personnel, either by providing the opportunity to get into the game, or with the enjoyment of watching high caliber teams in action. On both counts, they appear to be doing quite well.



SOFTBALL, with 27 teams fielded, is one of the base's most popular sports.



BASEBALL and other varsity squads are selected from intramural talent.



FOOTBALL and wrestling are included in comprehensive sports program.



New Policy Puts Emphasis on 'All Hands' Participation in Sports

A new policy on participation in athletics by Navy personnel has been outlined by SecNav.

Greater emphasis is to be placed on conducting sports on an "all hands" basis under the new program. Commanding officers have been instructed to make every effort to promote sports at the intramural, intra-district, intra-type and area inter-service levels. Contests between Fleet and shore activities within a district or area are to be encouraged, according to the directive.

Here are the revised rules and regulations pertaining to the participation of naval personnel in athletic contests.

Eligibility

All officer and enlisted personnel ordered to active duty in the Navy and Marine Corps for periods of more than 90 days are eligible to participate in the Navy sports program, with the exception that commissioned officers and professionals may not enter boxing and wrestling competitions. Personnel ordered to duty for 90 days or less are ineligible. Full participation by the Coast Guard is invited.

Participation

In the team sports, the number of officers participating in a game at one time shall not exceed 50 per cent. This does not preclude the establishment of teams composed solely of commissioned officers, providing such teams do not represent the naval activity as a whole, and recreation funds are not used to support such teams in an amount exceeding the percentage of total commissioned as compared to total non-commis-

All-Navy Sports Calendar

Here's the dope on future All-Navy championship events.



Golf

Week of 6 Aug 1950
Pensacola, Fla.

sioned personnel attached to the activity.

To assure equitable competitive opportunities to members of all military services, the following general principles are provided for information and guidance in determining whether individuals or units of another service shall be permitted to participate in the program:

- Individuals or units of another service, whose parent service can provide adequate sports competition, will not be permitted to participate in the Navy sports program.

- When, in the opinion of the district commandant or area commander, suitable opportunities for individuals or units of another service are not available by the parent service, he may authorize their participation in team and individual sports competition through the district or area level.

- Personnel of another service attached to a Navy unit or a joint unit under Navy jurisdiction are permitted to compete as members of a Navy team through the district or area level. The total number of personnel of other services participating in a game at any one time shall not exceed 50 per cent.

Competition

- Contests with high schools, colleges or other bona fide amateur teams are permitted. When such games are played on facilities off naval reservations, every effort will be made to admit service personnel free of charge.

- Competitions in leagues conducted on facilities off naval reservations are permitted, providing such leagues are composed and directed by bona fide amateur organizations.

- Participation in sanctioned local, district, state, and/or national AAU championship events or other recognized amateur organizations is permitted, providing the individuals

or teams represent the naval activity to which they are attached. According to AAU rules, service personnel and teams are not required to become members of the AAU, nor are their activities required to pay for sanctions. Activities must certify that their entries meet AAU eligibility requirements when participating in events governed by AAU rules.

- Competitions with professional teams are authorized only on naval reservations for the entertainment of naval personnel.

- Individuals competing in any contests off naval reservations must be identified as representatives of the U.S. Navy or U.S. Marine Corps and shall not accept money for such participation.

- Naval personnel are not permitted to compete in games, contests, or exhibitions conducted by promoters or groups operating for the purpose of personal or organizational financial gain.

- Normally, athletic games and exhibitions on naval reservations, involving non-naval personnel and conducted by promoters or groups for the purpose of personal or organizational financial gain, are not permitted. The Chief of Naval Personnel and the Commandant of the Marine Corps may authorize these competitions, however, at remote stations and in localities where commercial or civil athletic facilities do not exist.

Admissions

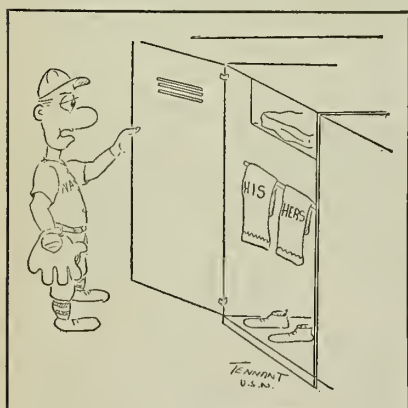
While admission charges for naval personnel to athletic contests are not encouraged, nominal charges are permitted in the following instances:

- For benefit contests sponsored in connection with the annual fund raising drives of charitable and welfare activities of recognized national scope, including Army and Navy Relief societies, providing net profits go to those organizations.

- To cover expenses incident to the operation of a game, match, tournament or exhibition.

- To augment depleted recreation funds (subject to approval by the Chief of Naval Personnel or the Commandant of the Marine Corps).

The SecNav directive of 1 May 1950 states that any exception to this policy must be submitted to the Chief of Naval Personnel for deci-



"Oh, coach!"

sion if it concerns naval or Coast Guard activities, and to the Commandant of the Marine Corps if involving Marine Corps activities.

The new rules and regulations do not apply to teams representing the U.S. Naval Academy or student personnel assigned to Naval ROTC college units.

Angler's Haven on the Keys

"Fisherman's Paradise" is how sailors stationed at NAS Key West, Fla., describe duty at this activity. To prove their point, a verified report on a fishing party from the station landing 472 pounds of game fish in one day is sent along.

Located within a stone's throw of the Gulf Stream, the area abounds in game fish to battle, and food fish to eat. Among the game fish which can be lured into snapping at bait are sailfish, tarpon, dolphin, wahoo, and marlin. To tingle the taste buds, there is an abundance of groupers, yellowtail, jewfish, and several species of snapper.

At the air station are four specially constructed boats for deep sea fishing. These are available at all times to sailor-fishermen.

All-Marine Track Meet Results

Eleven new Marine records were established when Marine Corps trackmen competed in the third annual All-Marine Track and Field Meet, held at Marine Corps Schools, Quantico, Va.

The new marks were set in the mile run, two-mile run, discus throw, shot put, 440-yard run, 880-yard run, mile relay, high jump, javelin throw, 220-yard hurdles, and the pole vault.

Team honors were taken by the Quantico squad, which edged out the thinclads from Camp Lejeune, N.C., for top honors. Teams from 12 Marine Corps activities participated.

'Big E's' Bell Tolls Triumphs

Midshipmen at Annapolis have a new way of spreading the word whenever they defeat the cadets from West Point in the field of sports.

A battle-scarred ship's bell has been removed from USS *Enterprise* (CV 6) and transplanted to the Naval Academy. Whenever they score a victory over the West Pointers, the bell from the "Big E" will toll out the news.

SIDELINE STRATEGY

Passing time does not seem to dull the shooting eye of Thomas R. Mitchell, MSGT, USMC. Deadly with both rifle and pistol, Mitchell set his first Marine Corps record back in 1939, when he scored 296 out of a possible 300 to win the Elliott Trophy Matches.

In 1948 Mitchell won the Lauchheimer Trophy, which is generally considered the highest award for Marine marksmen. Now, some 11 years after breaking his first record, Mitchell is shooting better than ever. Recently he set a new Marine Corps record by puncturing out 573 of a possible 600 in the Marine Corps Rifle Match Course.

★ ★ ★

Golfers at NAS Alameda who seldom break 100 don't have to sit around and watch more accomplished linksmen compete in all the tournaments. These enthusiastic but erratic divot diggers have their own tournament.

Once each year "The Hackers Open," a tournament for sailors who never break par, is held on a local course. While the moles burrow deeper and fearless spectators brave a barrage of hooked and sliced balls, puffing contestants literally tear up the greens. Despite aches, blisters, and a divot-scarred course, this year the winning 5-man team scored an average of 92.2 for the 18-hole course. Not bad when you consider that only one golfer in three of the 91 en-

trants used the fairways to reach the greens.

★ ★ ★

Judging from West Coast reports, the relative strength of teams in the 12th Naval District Baseball League seems to be a little unbalanced. Results of a game between the San Francisco Naval Shipyard and the Port Chicago Marine Barracks are the basis for this conclusion.

Although the game lasted only seven innings, more action took place than normally does in half a dozen contests. The Shipyard team got off to a roaring start. Finally, in the fifth inning, the Marine pitcher was sent to the showers, having been touched for 27 runs. His team mates didn't help matters any by committing 13 errors. The relieving hurler fared better. Only six runs were scored off him. The Shipyard won 33-3.

★ ★ ★

Marine Colonel Paul D. Sherman is not a man to allow minor mishaps to deter him while doing battle. When fishing off Pearl Harbor, T.H., he hooked a big tuna on a 90-pound test line. For over an hour, fish and Colonel battled doggedly. Then the rod snapped. Colonel Sherman grabbed the broken rod, planted it in his stomach, and grimly reeled in. An exhausted 125-pound yellow fin tuna was finally hauled aboard.—Earl Smith, JOC, USN, ALL HANDS Sports Editor.





'THE BIGGEST little airline in the world,' VR-24 flies high-priority-cargoes to the far-flung units of the Sixth Fleet.

The World's Biggest Little Airline

THE Berlin airlift has been over these many months, but in Europe the Navy continues to fly its own unique airlift.

Keeping its finger on U. S. warships that plow the blue-green waters of the Mediterranean, the Navy operates a fleet of transport aircraft which has been nicknamed "the biggest little airline in the world."

On broad wings of silver, R4Ds and R5Ds of this hard-working squadron roar off from their base near London, England, to deliver thousands of tons of rush cargo every month to ships operating in the far corners of the Mediterranean and on the European side of the Atlantic.

High-priority mail and blood plasma, Navy VIPs (Very Important Persons) and spare parts, reel upon reel of movie film and stacks of personal mail — all these make up the bulk of the cargo that is crammed into the bulging bellies of the squadron's planes.

Dogging the heels of warships as

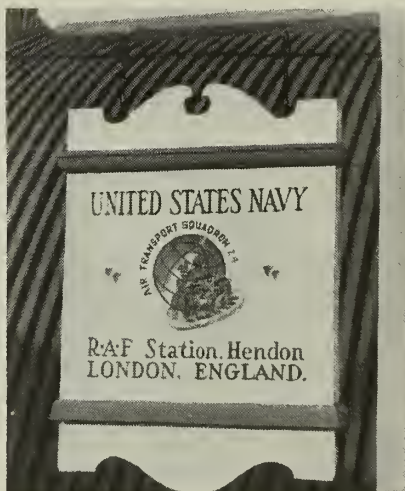
they do, planes of this high-flying squadron land on many of the major airfields on the continent as well as on many more which scarcely show on a map. They fly into such widely separated points in the Mediterranean area as Nice, Naples, Rome, Venice, Udine, Athens, Ankara,

Istanbul, Salonika, Malta, Tripoli, Tunis and Algiers at the drop of a mail pouch.

That's not counting stop-overs they must make on the way. Fanning out from their London base toward these points south, pilots of this All-Navy airlift touch also at some of the biggest and brightest cities in Europe proper — Oslo, Stockholm, Copenhagen, Belfast, Edinburgh, Paris, Brussels, Amsterdam, Frankfurt, Bonn, Berlin, Zurich, Madrid and Vienna.

The official name of the biggest little airline in the world is Navy Air Transport Squadron 24 (or VR-24) and it was first organized in 1946 as a component part of the Naval Forces, Eastern Atlantic and Mediterranean (CinCNELM) under Admiral Richard L. Conolly, USN to provide logistic support to the far-flung units of the Sixth Task Fleet.

Since this unit (now Sixth Fleet) cruises all over the Mediterranean and beyond, VR-24 planes must



cruise all over the skies to keep up with them.

One "routine" flight, a faithful, lumbering R4D was flown to Cherbourg, France, to pick up a bluejacket who had suddenly contracted a serious case of infantile paralysis. From Cherbourg, VR-24 lifted this patient to Rhein-Main, Germany, where he was hurriedly placed aboard a fast cargo plane for a rush trip to the U. S.

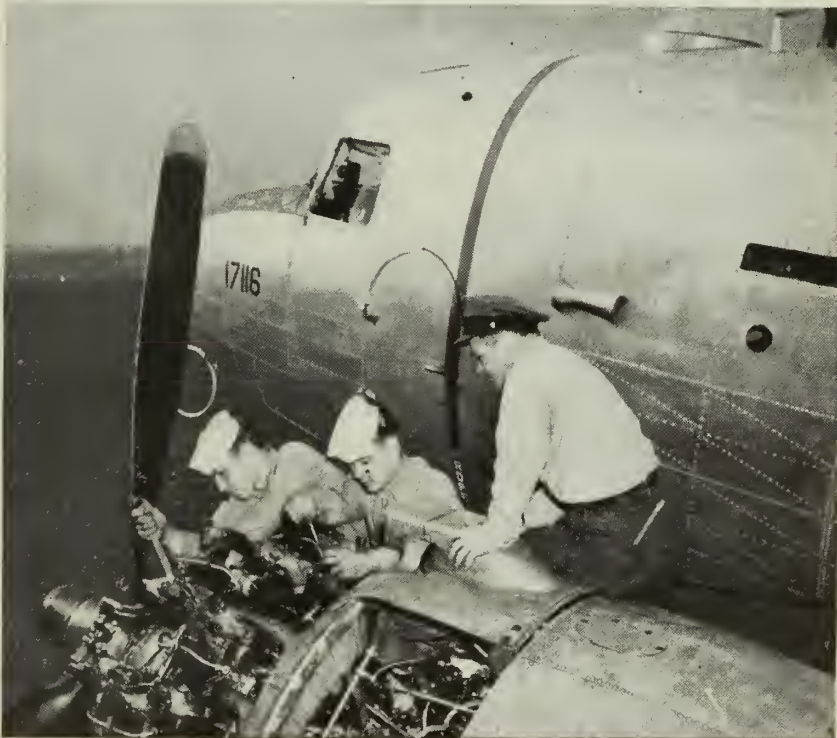
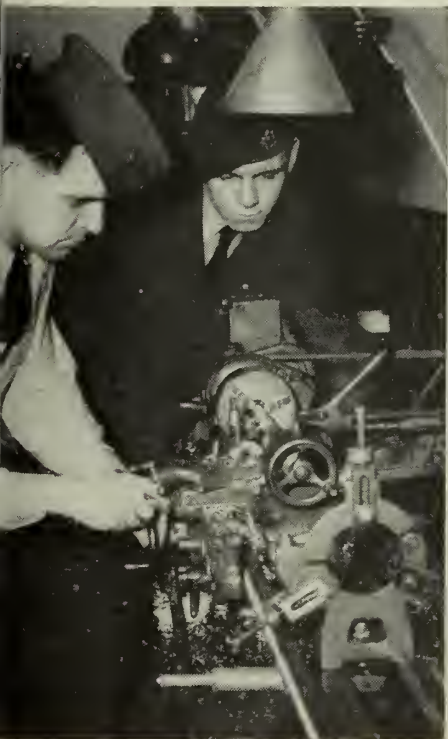
But "mercy flights" such as these are only a small part of the job being done by Transport Squadron 24. The main job is to carry critical spare parts and technicians to ships that need them in a hurry; to bring in replacement personnel and take out personnel being reassigned or discharged; to deliver high-priority and personal mail and other items such as medical supplies to Sixth Fleet ships; and also to provide an additional "flying pipeline" to bring in supplies for all Naval missions scattered across Europe.

In half a year alone, these hardy aircraft lifted slightly less than 1,500,000 tons of cargo a distance of 650,000 miles. To accomplish this, pilots and aircrewmembers spent more than 4,400 hours in the air and flew into more than 40 different countries.

Flying into a different airfield every other day as these pilots have to do makes for many incidents which the fly boys tell about with obvious relish



SQUADRON parachute riggers pack 'chute while British airman looks on (above). Below left: RAF aircraftman watches Navy chief operate engine lathe. Below right: Expert hands effect engine repairs on rugged old R4D.








when they return to their home base from a grueling "run."

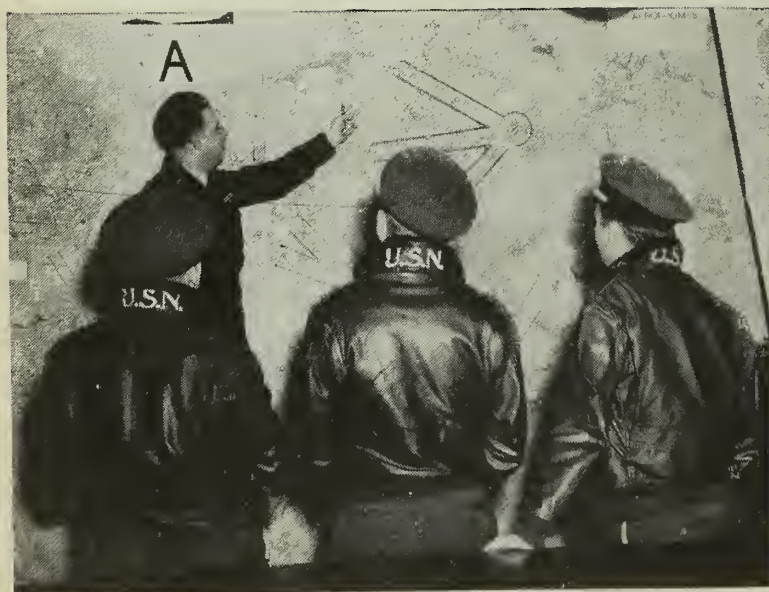
A favorite yarn concerns the squadron pilot who one day circled a little used airstrip in central Italy. Taking a quick look over the side to see that all was clear for his approach and landing, the pilot banked his R4D sharply into the wind, made his glide approach and dropped easily onto the runway. He gunned the plane forward as he touched down in order to soften the landing.

No sooner had the big plane rolled to a stop when an irate Italian farmer ran out to the plane, brandishing a pitchfork above his head. It seems that the pilot had gunned his plane right through a full season's crop of beans which the farmer had been drying on the sunny runway and which had now been scattered far and wide over several acres of airfield!

Incidents such as this are apt to occur once in a while, but they fail to unsettle VR-24 pilots who in three years of keeping up with the fleet are used to just about everything from beans to bullets.   



ALL CLEAR given, pilot runs up starboard engine on one of VR-24's old reliables (top left). Left: Airmen from VR-24 board the 'Yankee Flyer' for the trip to London. Bottom left: Pilots are briefed for flight.



MAIL will soon reach men of the Sixth Fleet.

Bluejackets Teach 'Em the Navy Way

USING NAVY training devices to put across the point, several enlisted instructors are teaching the practical side of physics to high school and college students at the Special Devices Center, Long Island, N. Y.

The Center, operating under the cognizance of the Office of Naval Research, cooperates with the various training agencies in the development of training aids. During the last war SDC emphasized the development of synthetic training devices and became a unique establishment for consideration of the highly important field of human engineering. This field recognizes the necessity of considering the inter-relationship between man and the machine or man and his weapons.

The teaching program, carried on in cooperation with the Navy Recruiting Bureau, began during the spring months in New York City schools. The three enlisted instructors—A. M. Hassler, AL1, USN; D. E. Clausen, TD1, USN; and R. H. Smith, ET3, USN—demonstrate Navy teaching techniques at college instructor conferences such as the Industrial Arts Conference held at Millersville Teachers College, Millersville, Pa.

In New York the first reaction of the students was one of glee when they were told a Navy man was taking over classes for the day. They



INTEREST of students during a physics lecture at Forest Hills High School is due to sound instructional methods and also to eye-catching displays.

imagined the session would develop into some sort of an extra recess. Their second reaction was one of consternation, when they soon discovered that Bob Smith, ET3, was actually going to teach them physics.

The men use the "New Mechanical Principles Demonstrators"—four

panels which encompass the laws of basic physics, starting with the simple machines and ending with hydraulics. Each individual panel has six displays, each demonstrating a basic fact or a derived rule in the simplest way.

Several other teaching aids were used in covering the subject of physics. In order to demonstrate theories of electricity, individual wiring boards, upon which various circuits may be formed, were utilized. The physics of the atmosphere were brought into play with some three dimensional weather maps.

The teaching work is being done by the Navy as a public relations project. Hassler and Clausen, senior ranking men of the teaching group, said that often school personnel were suspicious of them, believing that they might urge the students to leave school to enlist. Although there were many questions asked about the Navy and how to join, all three Navy instructors urged students to stay in school and to get as much education as possible.

Washington, D. C., and Philadelphia high schools and selected colleges of these cities will be covered soon.—D. Allen, YN3, USN.



MECHANICAL PRINCIPLES are explained in the science lab at the Millersville State Teachers College utilizing graphic Navy training devices.

Motive Power at Sea: Oars to Atoms

AFTER discharging its passengers and crew on a summer afternoon in the year 1982, a ship moved down the harbor to the fueling docks. The bunkers needed "topping off." Ten years without a refill; almost a million miles of ocean cruising. Yes, she'd probably hold close to a gallon by now. A full gallon of Atomic Super-X would set the owners back a few bucks, but still—this would probably carry her until 1990, anyhow. By that time, the ship would be about due for scrapping.

Fantastic, yes. Impossible, no. Many things have made ships move, through the centuries. Atomic energy is probably no more mysterious to us than steam power was to those who first saw it in action. And no doubt many a seashore dweller was shocked and alarmed the first time he saw a Phoenician trireme going past—its three banks of oars moving like the legs of a centipede.

Let's thumb through the pages of time and see what has made ships go, throughout the years. . . .

Here it is the year 1650, and we're aboard a 150-foot French galley. We are moving across the blue Mediterranean at a steady three knots, propelled (indirectly) by some coarse bread and sour wine. This unusual fuel is being transformed into energy by 300 sweating galley slaves. The energy, in turn, is being applied to 50 ponderous oars, each of which is 50 feet in length. Six men are assigned to each oar, chained day and night to the bench upon which they sit.

The boatswain, equipped with a silver whistle, stands in the stern near the captain. One of his mates is stationed amidships and another near the bow. Each of these characters holds a whip in his hand, ready for

instant use. From here, let one of the slaves take over in describing the situation:

"No free man could row in this manner for a single hour without taking rest, but the galley slave is sometimes compelled to continue his toil 10, 12 or even 20 hours without the least intermission. On these occasions the boatswain or one of the other sailors puts into the mouths of the poor creatures a morsel of bread, soaked in wine, to prevent entire exhaustion. Then the captain cries out to the boatswain to redouble his lashes. If one of the slaves falls senseless upon his oar, without more ado he is tossed into the sea."

Let us turn to more pleasant sights. See the happy freeman poling, paddling or rowing his boat according to his own desires or necessities from the dawn of history. Along with him, in another vessel, is the sculling boatman who stands in the stern of his craft and propels it with a snake-like motion of a single oar. Nobody can say when oars, paddles and push poles originated.

The origin of sails is likewise lost in the haze of the ages. One tale tells that the principle of sails was discovered by a fisher-girl who was out boating with her boy friend. A storm came up, and the pair lost their oars in the turmoil. The young escort gave up the battle and flopped into the bottom of the boat to die. His lady-love, being of stronger material, elevated her veil in her hands to shield him from the weather. The wind filled the veil and blew the boat to shore.

Anyhow, the age of sail dates back to who-knows-when. And the age of sail—especially its last years—saw the ship at its best in some respects. Never was the ship as much a part

of nature itself as in the days of the graceful clipper. Never did man feel himself so much a part of the air and water as when harnessing the wind to carve the seas.

But it wasn't always that way. For a long time sails were crude affairs made of rushes, leather, rough fabrics or raw hides. These—triangular, square or round in shape—were hoisted on a single short mast. All sailing was done in a more or less down-wind direction, and the sailors probably didn't often think of themselves as masters of the elements. Poor sailing ability among seamen and poor sailing qualities among ships no doubt account for oarsmen being employed until such recent times. Especially in the case of warships, galley slaves provided the power—or at least part of it—for many centuries.

Viking ships of 1000 A.D. used oars, along with a single square sail, just as Egyptian ships did 26 centuries earlier. Then, only 500 years after the Viking voyages, Columbus and Magellan were getting all over the place by sail power alone.

As England grew to be "mistress of the seas," sails came into their hey-day. Full-rigged ships, worthy to be recognized as true ships by any modern sailor, began to appear on all the world's oceans. High-water mark in the development of the sailing vessel for beauty and speed was obtained by the Americans, however, in their famous Yankee Clippers of the 1840s and 50s.

Speed was the essence of the clipper ship. These vessels were built for speed from the keel up—to get cargoes to and from China and the East Indies without loss from spoilage or market fluctuations. They ranged from 150 to 300 feet and





more in length, and usually carried three tall masts. On each mast was five or more rectangular sails, in addition to which there were several triangular sails on the forestays. Other sails were added upon the various stays between the masts, and auxiliary sails called studding's were sometimes attached at the outboard ends of the spars.

All in all, a Yankee Clipper under full canvas was a sight such as was never seen before and seldom has been seen since. That cloud of sail cloth amounted to something besides ornamentation, too. Three hundred miles a day was a fairly common pace, and the record for a clipper ship—21 knots—is seldom equalled by today's commercial ships.

Although an unkind captain or changeable weather could keep the deckhands scampering up and down the rigging day and night, things were now much better for the crew than they were in the days of the oar.

But soon all that was past, or passing fast. Came the age of steam, and coal burners. The laborer of the sea swapped his oar and his marlin-spike for a shovel. The age of sail didn't have much of a chance after Robert Fulton got busy.

His *Claremont*, the first really successful steam-powered vessel, was launched in New York on the third day of October, 1807. But there had been many previous experiments in that direction. A man known as Hero the Alexandrian described a machine "moved by vapor" as far back as 130 B.C. Other instances of experiments in steam power pop up dimly in the B.C.s, but then disappear entirely until after the Dark Ages.

In the year 1543 (A.D.), a Spanish naval captain named Don Blasco de Garay put on an exhibition of steam power before Emperor Charles

V and members of his cabinet. His successful trial, involving a 200-ton vessel equipped with paddle wheels, took place in Barcelona Roads on the 17th of June that year. But, history states, "The grand treasurer, Ravago, took upon himself to discountenance the adoption of it in the royal (Spanish) navy. In his opinion, it was too complicated and too expensive, and moreover exposed to the danger of an explosion of the boiler."

Just about every imaginable method of propelling ships by machinery was tried at one time or another. Many of these ideas involved paddle wheels. The Egyptians are said to have used wheels in some of their boats, similar to paddle wheels used on American "side-wheelers" of the 1880s. They were turned by men on a tread-mill. The Romans tried the same idea, employing horses. Experiments were performed in moving oars—both the sculling type and the pulling type—by machinery. Somebody once tried to devise mechanical duck feet to make a boat go. Jet power—air-jet and water-jet alike—came in for some attention long before the screw propeller was invented.

But it took Robert Fulton to really make a success of steamboating. In 1807 he had his boat running between New York City and Albany, N. Y., a distance of 120 miles. This journey took from 30 to 32 hours—indicating that the ship didn't average more than four knots. Her first arrival at Albany really scared the inhabitants, as is told amusingly by a writer of the time:

"She used dry pine wood for fuel, which sent forth a column of ignited vapor many feet above the flue. Whenever the fire was stirred, a galaxy of sparks flew off, and in the night had a very beautiful appearance. Notwithstanding the wind and

tide were adverse to its approach, they saw with astonishment that it was rapidly coming towards them. When it came so near that the noise of the machinery and paddles were heard, the crews (of other ships) shrunk beneath their decks from the terrific sight, or fled ashore. Others prostrated themselves and besought Providence to protect them from the terrible monster which was marching on the tide and lighting its path by the fire which it vomited."

Some people opposed the advance of steam power because of other emotions than fear. There was the sentimental attachment for sail, strengthened greatly by the lovely clipper ships. There was the matter of pride. *Anybody* could steer a ship across the ocean if machinery kept it going. But, brother, it took *seamanship* to make Liverpool 14 days out of New York by sail! British navymen objected to the "noise, smoke, tremor, soot, coal dust, rancid oil, and other disagreeables" of steam navigation. Nevertheless, even the most marline-stained sailor afloat soon had to admit that steam was here to stay.

Paddle wheels gave way to underwater screw-type propellers, except in the case of some river boats. Later, turbines took over the task of many piston type engines. Lately, internal combustion engines—particularly diesels—have come into the picture. Submarines, of course, like some pleasure boats, run for fairly long periods on electrical power stored in batteries.

Atomic power for ships before long? That's what a lot of people are expecting. There will be some opposition to it, of course. Brother, it took *brains* to keep those old turbo-electrics running, but shucks—*anybody* can press a button.—H. O. Austin, JOC, usn.



WAVE TRAINING program teaches recruits the rudiments of Navy life during intensive drills with local Reserve units.

Reserve Seamen Recruits in Skirts

AN ATTRACTIVE SEAMAN recruit, trimly attired in the dress blue uniform of the Navy's Waves, marched up the gangplank of an LSM, saluted the colors smartly, then repeated the salute to the officer of the deck with the traditional phrase:

"Request permission to come aboard, sir."

She was followed up the gangplank by two dozen more enlisted women, all of whom were granted permission to board the vessel. The Waves embarked, not as members of the LSM's crew, but as shore-bound bluejackets of the Naval Reserve who were making their first indoctrination cruise.

This single-day voyage in a naval warship was part of the annual two-week recruit training for Waves in the Reserve. The short cruise was sandwiched in between a series of concentrated courses on the Navy, plus marching drills, inspections and reviews, pistol-shooting, and tours of naval activities such as shipyards, ordnance plants or air stations.

This year, for the first time in the history of the Waves, each of the continental naval districts has organized an annual recruit-training program for women Reservists, designed to introduce the female enlistees to life in the Navy.

It has been a year of change and progress for the Wave Reserves. Until recently women were not eligible for full membership with Organized Reserve units except in special communication supplementary activities and intelligence programs. They

were, however, encouraged to associate with drilling units as volunteer personnel, serving in a non-pay status.

But as of 1 July, enlisted Waves are receiving training in surface units at 20 selected Organized Reserve divisions, located in large cities throughout the country.

Purpose of this new program is to provide rate training for the Waves in the same way that men are trained on their weekly drill nights. Eligible for this training-with-pay are the following ratings (including strikers): personnel man (PN), general storekeeper (SKG), disbursing clerk (DKO), hospital corpsman (HM) and radioman (RMN). Wave officers are also enrolled in these units for administrative and instructive duties.

In addition to rate training, administrative billets on brigade, battalion and wing staffs of Surface and Organized Air Reserve units may be filled by Waves, such as yeomen, personnel men and storekeepers.

Another change in the Wave program has been the policy, established in late 1949, of recruiting non-veterans as well as veterans into the Wave organization.

Women recruited directly from civilian life are eligible only to join organized or volunteer drilling units,

and it is primarily to give these new recruits a thorough Navy indoctrination that the two-week recruit training program was established.

A version of the training given Regular Wave recruits, this course condenses more than two months of instruction down to the bare essentials. But it serves its purpose well.

For two weeks these part-time Waves leave their civilian jobs in order to learn to think and talk "Navy."

As soon as the Waves are welcomed aboard, they are formed into companies, assigned quarters, checked for uniforms, learn the station rules and regulations, and receive their watch schedules.

Reveille starts their day at 0630. And they are on the go until 2230 when they're back in quarters with "lights out."

This is a typical day. From 0800 to 1030, the Wave Reservists attend lectures on military etiquette, identification of uniforms, insignia, salutes, customs and courtesies, and watch standing instructions.

Then they attend military drill, marching without arms, learning the standard evolutions such as opening and closing of ranks.

Following time off for dinner, they start in again at 1300, learning the essential details about enlistments, discharges, pay accounts and service records. They report to one lecture on naval benefits, another on allowances, allotments, dependents and educational services.

The last class of the day is in the swimming pool. Swimming receives

**New Wave Training Program
Recruits Non-Veterans;
Keeps the Old Hands Sharp**

a high priority since it is a required skill and training facilities may not be available in their home communities.

But even more than the classes, the experiences of the normal daily routine form the real instructional program of these recruit courses. How the trainees are greeted, fed and berthed is as much a part of their training experience as are the lectures, demonstrations, field trips and practical duties.

All this concentrated training could not, of course, be digested in a single two-week period, but it serves as an excellent supplement to Wave recruit training in drilling units at local Naval Reserve Training Centers. The regular drill training is scheduled on the basis of four drills per month (or one weekend per month) for a period of nine months.

In this combined training seamen recruits in skirts learn how to identify common bugle calls at their naval stations. They check themselves out on a service pistol, clean, disassemble and assemble it, and know the safety precautions connected with the use of small arms.

They know how to use a gas mask, how to administer artificial respiration, plus the essentials of first aid. They must also specialize in naval etiquette, be able to identify uniforms and insignia, learn the regulations regarding the security of classified matter, and familiarize themselves with the history of the Navy.

At the end of their annual training stint, the Wave Reservists draw two weeks' pay, plus certification of completion of recruit instruction. If they have passed all their "practical factors", they'll also be recommended for advancement to the rating of seaman apprentice.

And they discover that a great deal of this training can be put to good use in their civilian occupations—even if they join the ranks of housewives.

"You don't know a thing about housecleaning," said one Wave after reporting at 3rd Naval District's recruit course, "until you join the Navy and watch an OOD inspect a venetian blind with a white glove!"

Why does the Navy go so far in providing training for women?

The reasons for opening the naval service to Waves are simple:

- The demands of modern warfare call for the utilization of all



AIR RESERVE billets are now open to Waves in some squadrons. Here, at NAS Oakland, Wave seamen recruits man the oars on a slightly modified FJ-1 Fury.

available personnel, both men and women.

- The civilian experience of many women may be easily converted to military use.

- In the naval establishment as in the other military services there has been an increase in the number of non-combatant jobs ashore. (Waves are prohibited by law from serving in a duty status on combatant vessels, although they may now serve overseas.)

Here are the brief details on joining the Wave Reserve organization.

A woman may qualify to join the Naval Reserve as an enlisted Wave if she is an American citizen, has completed high school, is 18 years

or over and under 40 years. At the present time women who have had previous service in the Navy or Coast Guard can be enlisted in the V6 Volunteer Reserve as well as the Organized Reserve. Women with no previous service experience may also join provided they can fill billets as members of Organized or Volunteer Naval Reserve drilling units.

In order to qualify as a Wave officer in the Naval Reserve, a woman must be a citizen and have a college degree plus specialized training or experience. In cases where women have previously served in the Navy, up to two years of the college requirement is waived for an



ANNIVERSARY of Waves is celebrated in Charlotte, N.C. For the first time, an annual recruit training program for women Reserves has been launched.



NEW PROGRAM permits enlisting non-veteran Waves as well as encouraging veteran Waves to maintain proficiency.

equivalent period of wartime service. (However, in such cases where a college degree is lacking, women must be under 30 years to be considered.)

Waves who join the Naval Reserve, either as officers or enlisted persons, may be single or married, but must have no children (including wards, adopted or step children) under 18 years of age.

Opportunities for officers' commissions are open to enlisted Waves in the Naval Reserve under two specialized programs. This year a limited quota of women who are members of either the Organized or Volunteer Reserve, and who are now

enrolled in college, have been accepted by the Navy's ROC program.

This Reserve Officer Candidate program is open to Wave students who are 18 or older, and consists of two six-week training courses with pay, taken during college summer vacations.

The courses are held at NTS Great Lakes, Ill., and the ROC candidates receive their commissions as Wave ensigns in the Naval Reserve when they earn their college degree.

There are also opportunities for commissions for enlisted Waves in the Naval Reserve and civilians, in a program which provides for a large number of Reserve officers who are

specialists in their field. Generally, such specialists must have a college degree plus experience in their field. In some cases, high school graduates with considerable experience in their specialty (10 years or more, depending on their age) are eligible for Special Service Line and Supply Corps commissions.

Once enrolled in the Naval Reserve, Waves may participate in varying degrees, according to available time and facilities:

- *Organized Reserve Status.*—Open to a limited quota of enlisted Waves in 20 different cities for rate training-with-pay. Also open to a limited number of Wave officers and enlisted personnel in administrative billets, with brigade, battalion and wing staffs, and in certain specialized units (communications supplementary activities and intelligence.

- *Associated Drill Status.*—Waves in the Volunteer Reserve may be associated with organized units throughout the country, either in a drill pay or non-drill pay status, within assigned quotas for each unit.

- *Volunteer Drill Status.*—Waves in the V6 Volunteer Reserve may join various different types of volunteer drilling units, which usually meet twice a month and offer training-without-pay on a less intensive and more general scale than organized units.

- *Inactive Reserve Pool.*—Wave Reservists who are unable to belong to drilling units may still keep up with their specialties through the medium of home-study.



WAVE RESERVISTS in Seattle explore Supply Depot's refrigeration section. The brief indoctrination courses cover many varied aspects of Navy life.

LETTERS TO THE EDITOR

Battleships vs. LCIs

SIR: I would like you to clear up a matter of firepower for two of us.

One of us states that the firepower of an LCI equipped with rockets has the same destructive force as the salvo of a battleship. By destructive force I would like to specify that we mean the destruction each ship could produce by firing as many shells as is possible for one to fire for 15 minutes or any other set time at the same target.

I believe that the battleships could cause more destruction than the LCI. I know the rocket salvos are greater and that more shells can be fired over a set time. Would you please elaborate and give the details on this matter?—J. S. S., ex-PHM3.

• In terms of metal and explosive, the battleship will deliver many times as much as an LCI per minute of fire. As far as effectiveness of fire is concerned, the accuracy of fire, range at which it can be delivered, and types of ammunition that can be used must be taken into consideration. The LCI (R) is capable of delivering an effective barrage of rockets for a brief interval at relatively short ranges while the battleship can deliver accurate and devastating fire for prolonged periods at extreme ranges as well as short ranges.—ED.

MATS Duty "Sea Duty"—Sometimes

SIR: Are general service personnel who serve with an aviation squadron in the Military Air Transportation Squadron (MATS) credited with sea duty for purposes of advancement in rate and rotation of duty?—C. R. C., YNSN, USN.

• Yes and no. For purposes of advancement in rate or change in status to permanent appointment, duty with MATS, whether you are on the ground or in the air, is "sea duty." (See BuPers Circ. Ltr. 12-50, NDB, 31 Jan 1950).

For purposes of sea-shore rotation, for non-aviation personnel such as yourself, this duty is considered as duty with a "shore-based fleet activity within the continental limits of the U. S." and therefore is "shore duty." (See BuPers Circ. Ltr. 36-50, NDB, 15 Mar 1950).

If you are actually flying with MATS, you are entitled to "sea pay" for the periods of flight spent beyond the continental limits of the U. S. (See BuSanda Manual, Vol. V, Sec. 54302).—ED.

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letters to: Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

Retirement Status

SIR: I am now a permanent commissioned warrant officer, W-4, in the Marine Corps, but from 31 May 1945 to mid-January 1950 I was a first lieutenant, temporary.

My question is: will I be allowed to retire, upon completion of 30 years' active service, in my present status of commissioned warrant officer W-4, or would I be retired as first lieutenant and receive retired pay computed at the rate prescribed for and based upon such higher rank?—M. M. S., CWO, USMC.

• You will be allowed to retire, upon completion of 30 years' service, in your present status of commissioned warrant officer, pay grade W-4. However, you will be advanced to the highest rank satisfactorily held during World War II, as determined by the Secretary of the Navy. Your retired pay will be based upon the highest rate of pay to which you are legally entitled—the rate of pay for a commissioned warrant officer, W-4.—ED.

Flight Pay Equalization

SIR: Last fall an article in ALL HANDS made mention of the flight pay equalization bill, H. R. 5094. Under this bill, as you explained it, Navy and Marine Corps officers assigned to duty as technical observers, and who actually served as flight crew members at any time after 1 June 1942, are entitled to receive the difference if their flight pay was less than that received by Army non-pilot rated observers. The eligibility covered Navy and Marine Corps officers, Regular and Reserve.

I served as a technical observer with the Navy for about three years. Has the bill died or shall I keep up my hopes?—D. H. MacP., LT., USNR.

• H. R. 5094 was introduced during the first session of the 81st Congress, but no hearings have been scheduled as yet. If and when further action is taken by Congress on this bill, ALL HANDS will provide full coverage in its monthly legislative summary.—ED.

Sea Squatters Club

SIR: Is there now in existence a club similar to the "Caterpillar Club" for airmen who have 'ditched' their aircraft in the water due to an emergency?

If so, is the club still active and accepting new members? What are the requirements for membership and whom do I contact for further information?—G. A. M., ADEL, USNR.

• All United Nations airmen who have been forced down at sea are eligible for membership in the Sea Squatters Club. Your application should be addressed to Sea Squatters Club, 675 Main Street, Belleville 9, N. J. stating your branch of service as well as your name and rank or rating.

The club is sponsored by a New York manufacturer of carbon dioxide inflation equipment for rubber life rafts and Mae Wests and was started in recognition of the courage and skill of airmen forced down at sea, as well as to provide some means of recognition and a bond among men who have had this experience.—ED.

When Does Shore Duty Commence?

SIR: It seems that different commands have different interpretations of BuPers Circ. Ltr. 101-48 (AS & SL, Jan-June 1948), the authority for transfer to and from shore duty of enlisted personnel. The question: if a person is transferred from sea to a shore based school for a course of instruction of eight months duration and, upon graduating receives duty to a shore station, does his shore duty begin the date he reports to the school or the date he reports to the station for duty?—F. E. P., HMC, USN.

• His shore duty begins the date he reports to school. The new directive, (BuPers Circ. Ltr. 36-50, NDB, 15 Mar 1950) which cancels BuPers Circ. Ltr. 101-48, (AS & SL, Jan-June 1948) says that "commencement of shore duty is the date of first reporting to any shore activity in the continental United States." See BuPers Circ. Ltr. 36-50, Part I, para.3(e).—ED.

Medals of Honor in WW II

SIR: Can you tell me how many naval personnel were awarded the Congressional Medal of Honor during World War II?—C. C.

• Congressional Medals of Honor were awarded to 57 Navy, 79 Marine Corps and one Coast Guard personnel during World War II. The total is 137.—ED.

Changing Your Rating

Sir: Recent scuttlebutt has indicated that chief gunner's mates with the correct GCT and sufficient time left on their present enlistment could attend an electronics school and graduate as chief electronics technicians. (1) If this information is correct, please give me the references to allow me to study prior to submitting a request.

(2) Providing proper schooling is complied with, what other rates are open to transfer for excess rates such as BMC and GMC other than electronics technician?—C. S., GMC, USN.

• (1) As an experiment, two classes of chief petty officers have been ordered to electronics training. Special qualifications of graduates will be identified through the assignment of a special program-job code.

Small classes have also been selected for sonar and radar training, members of which will be assigned a special program-job code to identify their special training. Personnel for these classes were selected as far as possible from ships in the vicinity of the school involved and all met rigid selection criteria. It is not planned to convene additional special classes.

Change in rating as appropriate may follow on completion of subsequent experience in the new specialty.

(2) Except as noted above, no special projects exist for training chief petty officers with a definite view toward a change in rating. The Chief of Naval Personnel has, however, given favorable consideration to requests for changes from all petty officers when the request is justified by training or experience in rating requested, is favorable to the needs of the service and the commanding officer's recommendation indicates the individual's qualifications to be firmly established.—Ed.

Retirement of Reserves on 20

Sir: Would you please tell me whether Naval Reserve personnel on active duty as station keeper are eligible to retire on half pay at the end of 20 years of service?—R.M.P., YN2, USNR.

• To be eligible for honorary retirement with compensation, an enlisted Naval Reservist must have performed a total of 30 years' active service—or have had not less than 20 years' active service, the last 10 years of which must have been performed during the 11 years immediately preceding his transfer to the honorary retired list.

Personnel transferred to the honorary retired list with pay are entitled to 50 per cent of basic pay of rank or rating at time of retirement.—Ed.

Salute from Seniors?

Sir: Is a service man who has been awarded the Congressional Medal of Honor entitled, according to regulations, to a salute from all members of the armed forces, regardless of rank?—LTJG H. E. K., Jr., USNR (O).

• No. There is no truth in the fairly widespread belief that a man, regardless of rank or rate, is entitled to a salute from his seniors if he has been awarded the Congressional Medal of Honor.

No special privileges in regard to saluting are conferred upon Medal of Honor winners. At the present time, the only special privilege for Medal of Honor holders is free air transportation at government expense. For more information on this privilege, see ALL HANDS, March 1948, p. 45.—Ed.



Congressional Medal of Honor

Qualifications for NavCad Program

Sir: I am very much interested in the Navy's Aviation Cadet Program. However, para. 5(b) of BuPers-MarCorps Joint Ltr. (NDB, 31 July 1949) says that 60 semester hours or 90 quarterly hours from accredited college together with a high school diploma are required. Can these requirements be fulfilled under the USAFI plan of GED equivalent examinations for both college and high school? I meet all other requirements.—R. S., Jr., RD3, USN.

• Yes, the other requirements may be fulfilled under the USAFI plan. If you are otherwise qualified in all respects, you may be accepted for aviation cadet training with only a high school education, or evidence of having successfully passed the high school level GED tests, and if you have attained a minimum combined score of 120 on the General Classification Test and Arithmetic Test and a score of 58 on the Mechanical Test.

While college training is desired of all aviation cadet applicants, it is not required of enlisted personnel on active duty who are educationally qualified as outlined in paragraph 5 of the joint letter.

You may submit an application for aviation cadet training to the Bureau of Naval Personnel in accordance with instructions contained in BuPers-MarCorps Joint Ltr. (NDB, 31 July 1949) which establishes the procedure for the selection of enlisted personnel on active duty for assignment to aviation cadet training.—Ed.

Promotion of Reserve Officers

Sir: What promotion requirements must be met by Reserve officers on active duty in a Regular Navy billet? The classification concerned was A3, then A7 and now understood to be 1115.

(1) Is any sea duty required?

(2) Is completion of eight promotion units through correspondence courses necessary in lieu of the professional exam?

(3) Is it possible for an officer in the above category to fly with the Volunteer or Organized Reserve?—LT. E. J. F., USNR.

• (1) No sea duty is required.

(2) Promotion units must be earned as explained in NavPers 10840 (Administration and Use of Naval Correspondence Courses).

(3) Flying with Volunteer or Organized Reserve is not allowed. See Alnav 5-50, (NDB, 15 Jan 1950)—Ed.

Do "Spots" Count for Retirement?

Sir: As I will reach my retirement date after completion of 30 years continuous active service in the near future, I would appreciate knowing if retirement pay will be based on a "spot" promotion of the highest satisfactory rank held.

I was "spotted" from chief warrant officer to lieutenant (junior grade) on 7 Dec 1945 and subsequently reverted to my permanent enlisted status. Lieutenant (junior grade) was the highest rank I held.—D. W. R., YNC, USN.

• If service in the grade of lieutenant (junior grade) was satisfactory, your retired pay will be based upon that rank. Public Law 305-79th Congress provides that personnel of the active list of the Navy when subsequently retired, if not otherwise entitled to the same or higher grade and rank or retired pay, be advanced to the highest rank held satisfactorily on or prior to 30 June 1949 and shall receive retired pay based upon such higher rank.—Ed.

Fleet Reserve for Regulars Only

Sir: Can a Naval Reservist on active duty as a stationkeeper transfer to the Fleet Reserve after 20 years' active service with the USNR and receive the same benefits as a Regular Navy man?—R. P., FCC, USN.

• No, the Fleet Reserve is meant for members of the Regular Navy only. However, in general, a man who enlists in the Regular Navy after a period served in the U. S. Naval Reserve on active duty as stationkeeper can include such time toward his 20 years for Fleet Reserve. For full information, see BuPers Manual (C-10319).—Ed.

Efficiency Awards—Old and New

SIR: During 1936, 1937 and 1938, the heavy cruiser USS Tuscaloosa (CA 37), in CruDiv. 7, had a white "E" and two hashmarks on the stack. I am contending that this was awarded for engineering efficiency, but some of the "buoy swingers" stationed here say that the "E" on the stack was awarded for battle efficiency.

Would you please explain the true significance of the white "E" and hash marks on the stack of a vessel?—D. E. S., DKC, USN.

• Before World War II, ship training competition was broken up along ship department or functional lines. Thus, prizes—which were usually signified by an "E"—were awarded for one part of the ship such as engineering, communications, gunnery, fire control, and so on. In some cases it was broken down even further, to the extent that a single gun mount of a vessel might display the "E". The location of the "E" indicated what it had been awarded for.

Usually the "E" was white in color. In some instances the second prize or a special prize was indicated by a red "E". The rules were very complicated

Checkage for Excess Leave

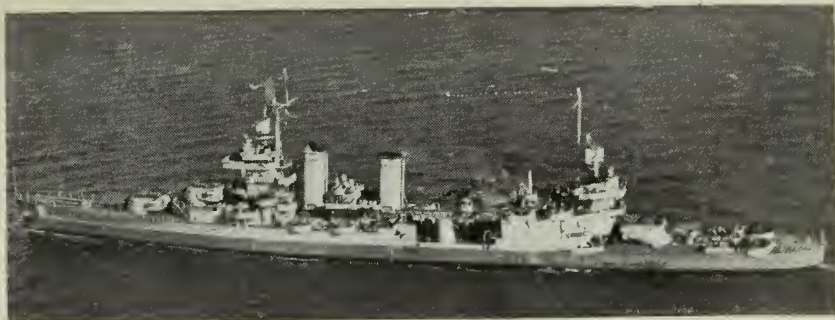
SIR: Let us say that a man reenlisted on 3 Nov 1949 and was granted 30 days' reenlisted leave, which started him off on his new cruise with a minus 30 days' leave credit. Three months later, he was transferred to a new duty station and was granted nine days' delay in reporting, to count as leave.

It is my contention that the nine days' delay, to count as leave, is excess leave and that the man's pay and allowances should be checked for that period. Am I correct in this matter?—F. A. S., YNSN, USN.

• Yes. When 30 days' reenlistment leave is granted and results in a 30-day minus leave credit, no additional leave should be granted—other than emergency leave—until one year from date of reenlistment, on which date the individual would accrue sufficient leave to offset the minus leave credit. Checkage should therefore be made for any leave, other than emergency leave, in excess of the reenlistment leave during that time.

You will find instruction on this in Section 6f of the BuPers-BuSandA joint letter of 25 July 1947. This can be found on page 472, AS&SL, July-December 1947.

Articles C-6302 and C-6305 of the BuPers Manual contain instructions for granting of reenlistment leave in advance of accrual of leave, and the manner in which additional leave may be granted.—ED.



USS TUSCALOOSA earned honors for engineering efficiency 3 years in a row.

and detailed. In addition to all this "E-winning," there was an overall battle efficiency award, normally awarded to only one vessel of a class. The winning vessel displayed the Battle Efficiency Pennant—better known as the "meat ball." The name undoubtedly came from its design—a black ball, resembling a meat ball, in the center of a red pennant.

Your contention regarding USS Tuscaloosa and her white "E" is correct. The "smoke pipe" was the designated location for display of the engineering award. Here is some more information which will help keep you up to date:

The prewar method of awards had the shortcoming that a ship might over-emphasize one department in its training, at the cost of integration. It might receive an award for that department for which it should be rightfully proud. Yet, that department might not be thoroughly integrated with all other departments, and hence the ship would not be an overall efficient fighting unit. For example, a ship might win awards for gunnery but tend to neglect its engineering. When the day of battle came, the ship—although an accurate-shooting ship—would find that due to poor engineering it would not be able to maintain its position in the line of battle. Thus it would not be able to deliver its accurate gunfire. Of course, a relative neglect of seamanship or communications or damage control, or of any other part of the training, could be equally disastrous.

To correct this, the Navy's concept of training, and awards for good results of training, has been changed. Today, Naval Operations awards only the Battle Efficiency Pennant. Such award is based on "the performance of the ship . . . as a unit and not on the individual departments thereof."

The number of Battle Efficiency Pennants awarded each year is approximately equal to 10 per cent of the active fleet units and is distributed through all classes—combatant and auxiliary. Possession of this award is indicated in two ways—by display of the Battle Efficiency Pennant (the same old "meat ball") and by an "E" painted on the bridge bulkhead.—ED.

Retirement of Permanent CWOs

SIR: Will a chief warrant officer (permanent) whose date of rank is 4 Apr 1944 be eligible for retirement 10 years from that date, provided he has a total of 20 years' active service at that time?—T. W. C., CHPCLK, USN.

• A permanent chief warrant officer is eligible for retirement upon completion of more than 20 years' active service, 10 of which must be commissioned. Active commissioned service for retirement purposes is computed from the effective date of first appointment as a commissioned officer—namely, the date on which he starts receiving active-duty pay as a commissioned officer. A date of rank is assigned for precedence purposes and establishes a person's position with respect to all others of his grade. A date of rank has no significance as far as service is concerned unless it is the same as the effective date of appointment.—ED.

Shipping Over at TAD Station

SIR: (1) Can an enlisted man be discharged and immediately reenlisted while attached to a temporary additional duty station? (2) Or does he have to be transferred to his permanent duty station for discharge and reenlistment? (3) If the man was reenlisted at a temporary additional duty station, would it be a legal or an illegal discharge and reenlistment?—R. L. A., PN1, USN.

• (1) A man can be discharged and immediately reenlisted while attached to a temporary additional duty station if permission is given by BuPers. Each case is considered on its own merits. Generally speaking, men should not be given TAD orders over a period when their enlistment will expire.

(2) A man should be returned to his permanent duty station for discharge and reenlistment when that station is near his temporary additional duty station.

(3) Legal. However, men should not be discharged and reenlisted at a temporary additional duty station without authority of the Bureau of Naval Personnel.—ED.

Promotion for WOs

SIR: I was first appointed a warrant carpenter (temporary) on 15 May 1945. In November 1946 I was appointed a permanent warrant carpenter. Since that time I have been assigned to pay grade W-1.

(1) When will I be eligible for permanent chief warrant carpenter and will I be examined for that promotion? If I am examined and fail to successfully pass the examination, will I be permitted to resume my enlisted status or will I be required to resign from the Navy?

(2) If I am to be examined will the information relative to the books needed for preparing for the examination to chief warrant carpenter be promulgated? If so, when?—J. B. H., CARP, USN.

• (1) *Warrant officers are eligible for consideration for promotion to commissioned warrant officer on the sixth anniversary of their earliest warrant date of rank, temporary or permanent. You would be eligible on 15 May 1951.*

(2) *Warrant officers eligible for promotion in the calendar years 1950 and 1951 will be examined on their record. No written professional examination will be required.—Ed.*

Souvenir Books

In this section ALL HANDS each month will print notices from ships and stations which are publishing souvenir books or "war records" and wish to advise personnel formerly attached. Notices should be directed through channels to the Chief of Naval Personnel (Attn: Editor, ALL HANDS), and should include approximate publication date, address of ship or station, price per copy and whether money is required with order.

BuPers is in receipt of numerous requests for information on books published by various commands. It is therefore requested that COs and OinCs having knowledge of souvenir books, announcements for which have not appeared in this space, notify BuPers (Attn: Editor, ALL HANDS) promptly.

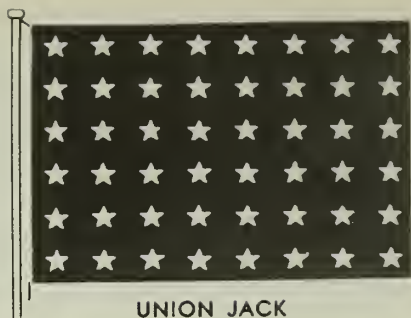
• *Sixth Seabee Battalion*—A book entitled *History of the Sixth Battalion* is now being published. It may be obtained by writing Mr. J. Paul Blundon, Chairman, History Committee of the Sixth Seabee Battalion Association, Keyser, W. Va. Price: \$10.

• Information has been received that souvenir books for eight Navy vessels are still available in limited numbers.

For \$4 souvenir books for USS *Hancock* (CV 19) and USS *San Juan* (CLAA 54) may be purchased.

Books for the remaining six vessels of the list cost \$5 each. These vessels are: USS *George F. Elliot* (AP 105), USS *Fanshaw Bay* (CVE 70), USS *Herald of the Morning* (AP 173), USS *Makassar Strait* (CVE 91), USS *Sanborn* (APA 193) and USS *Takanis Bay* (CVE 89).

Orders should be addressed to the Sterling Engraving Company, 2218 Fifth Ave., Seattle 1, Wash.



UNION JACK

Union Jack at Courts-Martial

SIR: Is it still required to fly the Union Jack from the yardarm during general courts-martial and courts of inquiry? If so, what is the authority?—R. E. R., ENS, USN.

• *U. S. Navy Regulations 1920 directed that the Union Jack be flown during general courts and courts of inquiry and H.O. 89 also carried this information. However, it was not included in U. S. Navy Regulations 1948 and no authority for this display of the Union Jack is known.—Ed.*

More on Rendering Honors

SIR: On page 27 of ALL HANDS, May 1950, is an answer to a letter to the editor under the title "Saluting When Honors Are Rendered" that may be incorrect. Article 2151.1(e) of Navy Regs 1948 states: "The visitor shall be piped over the side, and all persons on the quarterdeck, shall salute and the guard shall present arms until the termination of the pipe, flourishes, music, or gun salute, whichever shall be the last rendered."

Based on my service as an aide and flag lieutenant for the past 21 months, I feel that you have misinterpreted the above article. When Navy Regs were rewritten in 1948, the Navy came into line with the Army and Air Force. Now all the armed services require the recipient of honors to remain at the salute until the last note of any music has been played.—G. W. R., LCDR, USN.

• *We (and the Navy Department authorities who provided us with the answer) stand corrected. The query you refer to was from "J. K., SC, USMS," who asked the manner of rendering honors to a flag officer aboard a station. "Does the recipient," he wanted to know, "terminate his hand salute after the ruffles and flourishes" if they are to be followed by a march? Our answer was that 1948 Navy Regs does not cover the situation, then cited Navy custom for this case.*

As apparent from the article you quoted, the recipient along with everybody else on the quarterdeck waits until after the last note of the march—if the music is the last of the honors—before terminating his salute. The Army and the Air Force follow the same procedure.—Ed.

Sea Pay Under Saved Pay

SIR: I am still drawing "saved pay" under the new pay law. My saved pay used to include sea pay, but a while back I was transferred to a receiving station ashore to await disciplinary action and my sea pay was stopped. A month later, after disciplinary action had been taken, I was ordered back to my ship. Now, although I continue to draw saved pay, I can no longer get sea pay. Is that right?—W. C. R., SN, USN.

SIR: I get saved pay under the new pay law. I was transferred from USS *Rochester* (CA 124) to USS *Newport News* (CA 148) for duty with three days' travel time and four days proceed time. When I left *Rochester* I was getting sea pay, but when I arrived aboard *Newport News*, my sea pay stopped. I was told that since I transferred and since I am still drawing saved pay that my sea pay was stopped. How come?—L. M., TN, USN.

• *If you originally were entitled to draw sea pay as part of your saved pay, and you then lose entitlement to sea pay for even a short time, your disbursing officer cannot give you sea pay again until you begin to draw "career pay" under the new pay law.*

There are only three items of saved pay to which a man may lose entitlement and later regain. These are: Commuted rations, station subsistence allowance and station quarters allowance.—Ed.

Wants Last Duty Near Home

SIR: I reported to sea duty from a tour of shore duty on 27 Apr 1950. My request for transfer to Fleet Reserve not before 20 Dec 1950 has been approved by BuPers.

Is there any authority or reference for my requesting duty in or near my home naval district and to whom should it be addressed?—W. C. G., IIMC, USN.

• (1) *There is no authority or reference for enlisted personnel requesting duty in home naval district awaiting transfer to the Fleet Reserve other than Article C-5203, BuPers Manual, which is a general authority.*

(2) *Should a man request transfer to his home naval district for the last few months of his service prior to transfer to the Fleet Reserve or retired list, his request will be handled individually. The decision will be based on: (a) the needs of the service; (b) his availability for transfer and whether or not a relief will be required; (c) whether or not his request for transfer to the Fleet Reserve or retired list has been approved and the date set; (d) how long he has been at sea and/or in his present billet since his last tour of duty ashore; and (e) whether his overall record indicates special consideration is due him in relation to others.—Ed.*

Temporary Service Counts

SIR: (1) Is it true that an Army officer with 20 years' service may be retired in his commissioned rank if 10 of those years were served in temporary commissioned status?

(2) It is my knowledge that temporary commissioned service does not count for this purpose in the Navy, and I therefore do not believe that it would count in the Army either.—L. W. McL., LTJG, USN.

• (1) Yes. Authority for this is Public Law 810, 80th Congress, Title 2, Section 202, which provides for retirement of officers and warrant officers of the Regular Army and the Regular Air Force.

(2) Temporary commissioned service does count as commissioned service toward retirement. However, the officer must be permanently commissioned at the time of retirement, in order to come under the provisions of Public Law 305, 79th Congress which provides for voluntary retirement of officers of the Navy and the Marine Corps. Any temporary commissioned service performed prior to acceptance of a permanent appointment counts as commissioned service toward retirement.—Ed.

Warrant Officers and New Pay Bill

SIR: I have many questions about the Career Compensation Act, but there is one that is paramount in my mind.

Warrant officers in all prior pay bills were entitled to receive the sea pay benefits of an enlisted man. Under the Career Compensation Act, warrant officers are no longer entitled to receive this extra compensation. As a result, they make less money (and/or allowances) at sea, and in many cases ashore, than a chief petty officer.

Information as to whether steps are being taken to rectify this situation would be appreciated. It appears to me that the "intent" of the Career Compensation Act—to adjust pay commensurate with responsibility and to provide for maximum incentive for promotion—was not carried out.—P. E. F., SCLK, USN.

• The following two quotations should give you the answer to your question. The first, part of the Report of the House Armed Services Committee, states:

"The committee is in complete agreement with the Hook Commission that sea and foreign duty is part of the normal career of all members of the uniformed services. It especially recognizes that officers should not be compensated with special pay for overseas assignments which must be anticipated as part of an average career in the services. On the other hand, the committee also agrees with the Hook Com-

mission that some small remuneration should be granted to enlisted personnel who serve at sea or in foreign stations because of the morale factor involved."

The second quotation is taken from the Report of the Senate Armed Services Committee. It says:

"Consideration was also given to a proposal that the pay of the lowest grade warrant officer be increased so that enlisted persons promoted to war-

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying The Editor, All Hands Magazine, Room 1809, Bureau of Personnel, Navy Department, Washington 25, D. C. four or more months in advance.

• *uss Santa Fe* (CL 60): The fourth annual reunion of former *uss Santa Fe* men will be held on 14 Oct 1950 at the Statler Hotel, New York City. For further information, contact Mr. Raymond W. Zempeluch of 1203 81st St., North Bergen, N. J.

• *uss LCI (L) 17*: A reunion of this ship's former crew members is being planned. Everyone interested should write the vessel's former CO, Mr. Robert Moore. Address: 233 Broadway, Suite 1601-3, New York 7, N. Y.

• *uss Kidd* (DD 661): The second annual reunion of *Kidd*-connected people will be held at Philadelphia on 23 and 24 Sept 1950; Hotel Broadwood. All former shipmates and their families and friends are invited. For information, contact Headquarters, Destroyer *Kidd* Association, 310 East 8th St., Kewanee, Ill.

• *LCI Flotilla One*: Officers who were members of this flotilla and are interested in holding a reunion this fall in an eastern city should contact Ray D. Anderson, Fairview Road, Raleigh, N.C.

• *uss Thomas Jefferson* (APA 30): Third annual reunion will be held at the Sheraton Hotel, Chicago, Ill., on Saturday, 23 Sept 1950. Write Mr. Robert Sullivan, 415 N. Hamlin Ave., Chicago 24, Ill. for information and reservations.

• *uss Portunus* (AGP 4): All former crew members who would like to get together for a reunion should contact Hank Schaffer, 56 Louisa St., Binghamton, N. Y. Indicate your choice of location.

• *Second Marine Division Association*—First annual reunion is to be held at Hotel Mayflower in Washington, D. C., on 11-13 Aug 1950. Members of the association will receive a program by mail with complete de-

tails. Membership may be obtained by writing Secretary-Treasurer, Second Marine Division Association, Headquarters Marine Corps, Washington 25, D. C.

• *uss LST 739*—All former shipmates who are interested in a reunion in the near future should write to Vincent R. Evans, 123 High St., Plymouth, Pa., indicating where and when meeting desired.

• *uss PC 1244*—Former shipmates who are interested in a first annual reunion with place and date to be decided, should contact LT Richard W. Murrie, 23 Sutton Place South, New York 22, N. Y.

• *Naval Shore Patrol, Ninth Naval District*: A reunion of former members of this activity will be held in Milwaukee, Wisc., on 8, 9 and 10 Sept 1950. For information, contact Joseph J. Burnick, 4173 N. 15th St., Milwaukee 9, Wisc.

• *uss Starr* (AKA 67): Plans for the 1951 reunion are now underway. For information and reservations, all hands should send their names and addresses to Charles L. Johnson, 2001 South Fruitridge Ave., Terre Haute, Ind.

• *uss Estes* (AGG 12): A reunion will be held in New York City on 11 and 12 Nov 1950. Contact Andrew T. Ferguson, Jr., 2450 Montrose St., Philadelphia 46, Pa., for information.

• *uss LST 938*: All former members of this ship's company who are interested in planning a reunion should contact Ernest Melvin, Department of Geography, Northwestern University, Evanston, Ill. Give suggestions as to time and place.

• *uss LSM 14*: A reunion of all former shipmates is planned for the near future. For information, contact Hubert J. McCormack, 3600 9th St., Baltimore 25, Md.

• *uss Allen* (DD 66): All officers and enlisted men of this ship's former complement who are interested in a future reunion should contact Robert L. Zabel, 917 East Main St., New Albany, Ind. Time and place is still to be decided.

rant grade would be insured a pay increase in every case. The proposal was rejected because of the fact that an enlisted person who is appointed to warrant or commissioned grades enters a new career field which ultimately leads to much higher pay rates."

No bills have been introduced in Congress which would alter the present provisions of the Career Compensation Act on this subject.—Ed.



TODAY'S NAVY

U. S. Navy's Ships and Carrier-Based Planes Sweep Skies and Sea Lanes of the Far East

Scarcely five years after the end of World War II, Navy carrier-based planes and Navy ships are once again sweeping the skies and sea lanes of the Far East.

The Navy's might has been added to that of the Army and the Air Force in the campaign to repel the invasion of the forces of North Korea. The armies of North Korea invaded the territory of South Korea in late June.

Immediately, the United Nations called upon the U. S. and other nations to resist this North Korean attack. The President then ordered forces of the U. S. into action.

Carrier-based squadrons of jets and propeller-driven aircraft attacked objectives in the battle area. Warships of the Seventh Fleet were ordered to repel any attack made

by the Chinese Communist forces upon the island of Formosa.

Formosa is now occupied by Chinese Nationalist forces and has been under the threat of invasion for several months.

The Navy has taken other action to bolster the U. S. fighting forces which are under the direction of General of the Army Douglas MacArthur:

- Transports and landing craft of the Naval Forces, Far East, have ferried troops and supplies across Tsushima Strait from Japan as part of the initial build-up of ground forces in the battle area.

- A blockade has been thrown around Korea which the Navy hopes will effectively seal off South Korea from possible enemy approaches from the Yellow Sea or the Sea of Japan.

- Other ships, loaded with reinforcement troops and supplies, have been ordered from the West Coast to the forward areas.

- For their safety, the Navy has advised all merchant ships and passenger liners to stay out of Korean waters.

In addition to the units of the U. S. Navy being employed to restore peace in the Far East, it has been announced that ships of both Britain and Australia have joined the American naval forces.

At the outbreak of hostilities, the

← The Navy in Pictures

ALOHA—The guppy submarine *USS Tiru* (SS 416) puts out to sea from the Submarine Base, Pearl Harbor (top right). Top left: In Seattle, Washington, Virginia Lowden lectures Glen Scatterday prior to his departure for Mexico on a Reserve training cruise. Center left: Waves on duty in Hawaii present leis to smiling and happy sailors of submarine rescue vessel *USS Greenlet* (ASR 10) just in from San Diego. Bottom left: Chilean vessel ties up in Long Beach, Calif. and permits U.S. sailors and marines to visit aboard. Lower right: Liberty party prepares to go ashore from *USS Brinkley Bass* (DD 887).

YESTERDAY'S NAVY



VJ Day proclaimed on 2 Sept 1945. Bonhomme Richard, John Paul Jones, captured British frigate *Serapis* off English coast 23 Sept 1779. U S Navy ships arrived with aid for earthquake-stricken Japanese on 5 Sept 1923.

SEPTEMBER 1950

SUN	MON	TUE	WED	THU	FR	SA ¹
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3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30



VITAL AREAS around invaded South Korea and threatened Formosa are now being patrolled by ships and carrier-based aircraft of the Seventh Fleet.

Navy had a total of 21 ships in Far Eastern waters. These included the aircraft carrier *uss Valley Forge* (CV 45), the cruisers *uss Rochester* (CA 124) and *uss Juneau* (CLAA 119) as well as five divisions of destroyers.

The Korean action is having an effect upon naval installations in the U. S. also. There has been a general tightening up of security regulations, a sharpening of safeguards against possible sabotage and a reduction or cancelling of leave for many personnel.

Admiral Forrest P. Sherman, usn Chief of Naval Operations, has ordered all responsible senior officers to screen carefully any civilians allowed to board Navy ships so as to prevent any "internal subversive activity."

Here is the complete text of President Truman's announcement of the action to be taken by the U. S. in Korea:

"In Korea the Government forces, which were armed to prevent border raids and to preserve internal security, were attacked by invading

forces from North Korea. The Security Council of the United Nations called upon the invading troops to cease hostilities and to withdraw to the Thirty-eighth Parallel. This they have not done, but on the contrary have pressed the attack. The Security Council called upon all members of the United Nations to render every assistance to the United Nations in the execution of this resolution.

"In these circumstances I have ordered United States air and sea forces to give the Korean Government troops cover and support.

"The attack upon Korea makes it plain beyond all doubt that communism has passed beyond the use of subversion to conquer independent nations and will now use armed invasion and war.

"It has defied the orders of the Security Council of the United Nations issued to preserve international peace and security. In these circumstances the occupation of Formosa by Communist forces would be a direct threat to the security of the

Pacific area and to United States forces performing their lawful and necessary functions in that area.

Accordingly I have ordered the Seventh Fleet to prevent any attack on Formosa. As a corollary of this action I am calling upon the Chinese Government on Formosa to cease all air and sea operations against the mainland. The Seventh Fleet will see that this is done. The determination of the future status of Formosa must await the restoration of security in the Pacific, a peace settlement with Japan, or consideration by the United Nations.

"I have also directed that United States forces in the Philippines be strengthened and that military assistance to the Philippine Government be accelerated.

"I have similarly directed acceleration in the furnishing of military assistance to the forces of France and the associated states in Indo-China and the dispatch of a military mission to provide close working relations with those forces.

"I know that all members of the United Nations will consider carefully the consequences of this latest aggression in Korea in defiance of the Charter of the United Nations. A return to the rule of force in international affairs would have far-reaching effects. The United States will continue to uphold the rule of law.

"I have instructed Ambassador Austin, as the representative of the United States to the Security Council, to report these steps to the Council."

New Color Filter

The U.S. Naval Observatory will soon have the first color filter made commercially from artificially grown crystals. It will be used in connection with making continuous photographic records of the sun's surface activity. Solar activity is important to the Navy because of its effects on communications.

By filtering out all light except the red light radiated by flaming hydrogen on the sun's surface, the new filter will enable astronomers to study the action of this gas. Unlike sun spots, "solar flares" cannot be studied at leisure. They are very brilliant, and often last only a few minutes. The complex spectroscopic apparatus previously used permitted only a part of the sun's disk to be seen at one time.

Jets Tow Air-Gunnery Sleeves

Fliers of the Navy's jet Fighter Squadron 171 are getting some better-than-ever gunnery training now that men of the squadron have developed a rig for towing targets with F2H Banshee jets.

The new target tow attaching arrangement is the brain child of R. C. Clark, AOC, usn, and M. E. Clark, AO1, usn, who turned to on it at the suggestion of their executive officer. The mechanism itself is of the type used on the F4U-5 Corsair, the plane previously employed for the squadron's target towing. Because of the strains involved, a means of attaching the mechanism to the jet job was the problem. The pivot bolt to the Banshee's arresting gear slide was finally assigned the task of holding the towing mechanism.

Complete success has rewarded the efforts of the two ordnancemen. An extension added to the arresting gear release enables the pilot to turn loose the target by operating the arresting gear handle. No complications have been encountered in take off and return of the target. The F2H can tow satisfactorily at 35,000 feet and has adequate speed and endurance with the target in tow.

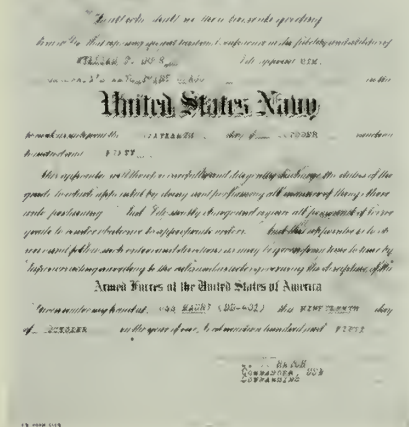
40 Gold Hashmarks

Gold hashmarks aren't too plentiful in the Navy in an over-all sort of way—being somewhat difficult to obtain. But once in a while you come across them in bunches. At the Naval Air Technical Training Center at Memphis, Tenn., eight CPOs can muster up a grand total of 40 shiny service stripes among them.

These eight chiefs, members of the 149-man instructor force at NATTC, each possess five gold hashmarks. If a couple of the CPOs stick around a little longer, they will have six. Altogether, their time in the Navy totals 167 years. Age of the eight instructors averages 41 years. The oldest is 43 years old.

The eight gold-striped chiefs are literally shining examples to the students at NATTC Memphis of what an up-and-coming recruit can accomplish in a couple of decades.

The eight chiefs are P. F. Grosswiller, AMC; C. L. Orr, ALC; J. Lillis, ADC; J. Botzko, ADC; A. M. Adams, ADC; A. G. Solomon, EMC; C. J. Dietrich, TDC; and E. C. Swartz, ADC. All USN, of course.



OFFICIAL appointment certificate will be awarded to all petty officers who advance a grade in rating.

Advancement Certificate

Petty officers who advance in rating will now get an official appointment certificate similar to that given to an officer when he is promoted.

The new certificate, which will be signed by the petty officer's commanding officer, will be awarded to each Navy man who advances in rating to petty officer third class, second class, first class or chief.

The establishment of this certificate marks the first time since the early 1920s that all grades of petty officers have received such a form when attaining advancement. In recent years, a special form, the "Certificate of Appointment" (the form with the drawing of the battleship or the carrier at the top) has been given to chief petty officers.

The new certificate, in addition to being issued to all petty officers who advance a grade in rating, will also be issued to all present petty officers in recognition of the rate they hold today. The "date of rank" for these personnel will be the date recorded in their service record.

The certificate, which is also being used by the Army and Air Force, becomes the permanent property of the recipient and will not be recalled in the event of reduction in rating. However, it will hold no further force in the event of such reduction. In the event of a subsequent advancement after reduction, a new form with a new "date of rank" will be issued.

Name of Jones Lives On

It looks like the name John Paul Jones is going to be with the Navy for quite awhile yet. Two John Paul Joneses have just completed recruit training at the U.S. Naval Training Center, Great Lakes, Ill.

The two John Paul Joneses who took their recruit training together aren't brothers, of course, and neither is any relation to the John Paul Jones of Revolutionary War days. But one of them, John Paul Jones VI of North Carolina, says an ancestor of his was a friend of the original John Paul. William Jones was the ancestor's name, and John Paul was the Revolutionary hero's full name, at first. The two were buddies, and later they sort of combined their names. John Paul became John Paul Jones, and William Jones named one of his sons John Paul. All that was around 170 years ago.

Today John Paul Jones VI hopes to qualify for an appointment to the Naval Academy. The other John Paul Jones, from Virginia, says he wants to be a naval aviator.

It would have been a double coincidence if the two J.P.J.s could have dwelt in Camp John Paul Jones at the training center, but they couldn't. Camp John Paul Jones is for Waves only.

20,000 Landings Chalked Up By GCA Unit in 3½ Years

Twenty thousand of anything is quite a few, but when one GCA unit chalks up 20,000 ground-controlled approaches in less than three and one-half years, it's a record, or close to it.

GCA Unit 16, which began operating at USNAS, Corpus Christi, Tex., in January 1947, conducted its 20,000th GCA in June of this year. The Unit handles both operational and training approaches. The same unit not long ago conducted 217 safe and successful instrument approaches in one month, claiming a record for the number of such approaches for any 30-day period.

Regarding the 20,000 total, GCA Unit 16 was the second such group to reach that number. Unit 6, at Quonset Point, R. I., was the first to do so, its tally having reached that level in November 1949.



HELI-HOP enables John E. Healy, TML, to rejoin his ship *USS Chopper* when his flight from Guantanamo Bay to the mainland was cancelled.

Gulf Stream Studied

As the result of a joint U.S.-Canadian operation in which naval craft of both nations took part, scientists now know more about the Gulf Stream.

The operation, in which six ships participated, was called Operation Cabot for two reasons. One is that the Gulf Stream was first encountered by John Cabot, in 1497; the other is that the initial letters of "Current And Bathythermograph Observation Trip" spell that word.

Fleet Reserve Association To Hold National Convention

The Fleet Reserve Association will hold its 23rd national convention at Long Beach, Calif., on 2, 3 and 4 September this year.

Membership of the Fleet Reserve Association is composed of enlisted men and temporary officers of the U.S. Navy, along with those who have served 16, 20 or 30 years in active service or on the Reserve list. BuPers Circ. Ltr. 89-50 (NDB, 15 June 1950) encourages COs to grant regularly authorized leave, if practicable, to temporary officers and to enlisted personnel who are members of the Fleet Reserve Association and who desire to attend the convention.

U.S. Navy ships taking part in the survey were the *uss Reheboth* (AGS 50) and *uss San Pablo* (AGS 30). Formerly small seaplane tenders, both have been employed as oceanographic vessels by the Hydrographic Office for the past two years. The Canadian ship in the operation was the former minesweeper *HMCS New Liskeard*, operated out of Halifax, Nova Scotia, by the Canadian Naval Research Establishment. Rounding out the flotilla were the U.S. vessels *Atlantis*, *Caryn* and *Albatross III*.

The purpose of the three-week expedition was, briefly, to find out what various parts of the Gulf Stream were doing at the same time. Temperature and salinity observations were taken at depths as great as 6,000 feet, and meteorological data were obtained frequently. All information was radioed to *San Pablo*, the headquarters ship. A staff of Gulf Stream experts aboard that ship analyzed the information to determine what courses the ships should follow to obtain maximum data.

It is seldom that widespread information on sea conditions can be obtained at one time.

The survey was a joint project of the following activities: the Woods Hole Oceanographic Institution, the Hydrographic Office of the U.S. Navy, the Canadian Naval Research Establishment, the U.S. Fish and Wildlife Service, and the Scripps Institution of Oceanography.

'Copter Catches Chopper

Here's one way to catch your ship: catch it by helicopter.

Anyhow, that's the way John E. Healy, TML, *uss*, caught his as it was leaving Guantanamo Bay, Cuba for Key West, Fla. He wasn't AOL, either; it was all highly legal.

Events started leading up to Healy's heli-hop when the torpedoman, aboard the submarine *uss Chopper* (SS 342) at Guantanamo Bay, was granted emergency leave and was slated to fly to Key West. He was logged off the ship and went ashore to stand by for his flight. The ship departed for Key West. Healy's flight was cancelled. The ship turned around and started back to get Healy.

While still 10 miles from Gitmo, the entire crew of *Chopper*—except for the engineroom watch—mustered topside to see Healy's dramatic rendezvous with his ship. While the helicopter hovered over the after deck, Healy climbed out and was lowered away. Soon he was safely aboard and detached from the flying machine—and on his way to Key West.

Pacific Fleet Units Rotated

Fourteen Navy ships and 6,000 sailors are back in California ports after six months or more with the Seventh Fleet and Naval Forces, Far East. The group of ships was one of the largest to make such a trans-Pacific migration since the days of post-World War II demobilization.

The 14 ships which made up the homecoming flotilla were the aircraft carrier *uss Boxer* (CV 21), the heavy cruisers *uss Toledo* (CA 133) and *uss Helena* (CA 75), the destroyers *uss F. B. Parks* (DD 844), *uss Orleck* (DD 886), *uss Brinkley Bass* (DD 887), *uss Anderson* (DD 411), *uss Bausell* (DD 845), *uss Agerholm* (DD 826), *uss Stickell* (DD 888) and *uss John R. Craig* (DD 885), the fast transport *uss II. A. Bass* (APD 124), the oiler *uss Guadalupe* (AO 32) and the seaplane tender *uss Salisbury Sound* (AV 13). Twelve of the ships traveled in a group all the way to U.S. west coast waters. *Salisbury Sound* steamed alone, and *Orleck* was delayed in Pearl Harbor.

The operation was a rotation of Pacific Fleet units assigned to the western Pacific.

Sailors See Volcano Show

A front row seat at the eruption of mighty Mauna Loa on Hawaii was the good fortune of five sailors on a week's leave from Pearl Harbor. For seven days and nights, the men were on the scene of the greatest eruption of Mauna Loa of this century.

The bluejackets, who saw the fiery explosion of the largest volcano in the world, by plane and by car were: James R. Prescott, AT3, USN, NAS Barber's Point; Terry Anderson, YN3, USN, Supply Office, Com-ServPac; James Osteen, SN, USN, Naval Ammunition Depot, Pearl Harbor; Felix B. Grosso, JO1, USN, Public Information Office, CinPac-Flt, and Fred Hanna, YN1, USN, Personnel Distribution, Com 14.

Having scheduled the trip to Kilauea Military Camp on the "Big Island" of Hawaii the week before, it was by pure chance that the men saw the spectacular volcanic display.

The lucky quintet were part of a group of 18 soldiers and airmen making the 200-mile hop on a MATS plane from Hickam Field to Lyman Field, Hilo.

Arriving over 13,600-foot Mauna Loa, the four-engined transport circling the fiery crater at 18,000 feet bounced like a feather in a tornado. The volcano had just blown its top the night before, and the five sailors saw the most violent eruption of Pele, as it is nicknamed by Hawaiians, in 150 years.

Molten lava was shooting 1,000 feet into the sunny skies along a seven-mile front. The smoky cone resembled the atom bomb over Bikini. So intense was the heat—2,000 degrees at the core—that the passengers felt it in the plane's cabin, and the *Skymaster* had to climb rapidly to avoid complications.

After landing at Hilo, the men boarded a bus for Kilauea Military Camp, located on the southeastern slope of Mauna Loa. That night, the volcano continued to throw out millions of tons of fiery lava in a brilliant glow that rivaled the midnight sun.

The next day the sailors motored from Kilauea Crater to the scene of the lava flow.

Looking up toward the crater, the awe-stricken visitors saw fountains of lava tumbling over 1,000-foot cliffs and racing at 30 miles an hour to the sea. Pouring into the ocean, the lava formed boiling whirlpools



NEW PT BOATS, to be completed this year, will be much larger than WW II models, have greater firepower, range and stability in rough seas.

which caused steam clouds to rise 2,000 feet into the air. Hundreds of sharks could be seen snapping up fish killed by the heat.

Earthquakes added to the visitors' excitement. At least eight temblors were felt, with one quake almost knocking the men off chairs while they enjoyed an afternoon snack at the camp restaurant.

At the end of the week's leave, the men agreed that Mauna Loa's fiery show made an everlasting mark in their minds. By having their cameras with them, the Navy men made a permanent record for their photo albums.—Felix B. Grosso, JO1, USN

Students from Many Areas Attend Information School

As much as naval and military people move around these days, it would still be hard to outdo the Armed Forces Information School at Carlisle Barracks, Pa., in the number of areas represented. Students go there from every U. S. armed service and from U. S. military activities in many parts of the world.

In a class of 119 men recently attending the school, three were Navy men from North Africa and one was a soldier from Fort Amador, Canal Zone. Eight Navy ships were represented, as was every U. S. continental Army area and the Military District of Washington. Men were there from six naval districts and three Air Force areas.

Turboprops Power 'Skyspark'

Jet engines for aircraft produce plenty of speed, but for rapid take-off, propeller-type power plants have them beat. Both qualities—fast take-off and screeching top speed—are promised by an experimental turbo-prop-powered plane called the XA2D.

The XA2D is a carrier-type attack plane currently undergoing initial flight tests. Its 5,500-horsepower twin-turbine engine, built for the Navy by GM, develops more horsepower at takeoff than any other U.S. engine now being flown hitched to props.

Equipped with contra-rotating propellers, the XA2D, or *Skyspark*, is free of torque during full-power takeoff and landing operations, as at other times. Each propeller, that is, counteracts the torque of the other. The T-40 turboprop engine consists of two complete and separate power units. These connect with the propellers through a single gearbox. For normal cruising, the plane can operate on either of the twin turbines, reserving the other for emergencies.

The turbo-prop type of aircraft engine develops more than twice the horsepower per pound of weight produced by reciprocating engines. In this type of engine, a gas turbine is employed to power a propeller, while exhaust gases produce additional thrust through a jet effect.

The Navy's 60-ton experimental seaplane, the XP5Y-1 underwent initial test flights early this year in San Diego, Calif.

Caroline Mars Sets Record

One hundred forty-four persons rode the Navy's 82-ton flying boat *Caroline Mars* on a single trip from Honolulu to San Diego for a new world's record passenger load for trans-ocean flights. Most of the passengers were Marine Reservists from the Hawaiian Islands traveling to Camp Pendleton for two weeks' summer training.

The *Caroline Mars* is the largest flying boat now in operation. Wingspread is 200 feet and overall height is more than 40 feet. For the record-breaking trip, "bucket seats" were installed in the cargo holds.

While the *Caroline Mars'* Honolulu-San Diego flight set a record for long distance overseas passenger travel, a flight made last year by the *Marshall Mars* surpasses it in the number carried. In a flight from Alameda, Calif., to San Diego, that

Navy flying boat transported 308 persons. Four years ago another flying boat, *Hawaii Mars*, carried 118 from Honolulu to Alameda.

Caroline Mars left Honolulu in mid-afternoon, and arrived off the California coast early the following morning.

The Marine Reservists aboard the plane were members of Company D, 13th Marine Reserve Battalion.

Flag Rank Orders

Flag rank orders for last month:

Rear Admiral Allan E. Smith, usn, Commander Cruiser Force, U.S. Atlantic Fleet, ordered as Commandant, 13th Naval District, with additional duty as Commander Naval Base, Bremerton, Wash.

Rear Admiral Richard F. Whitehead, usn (AV), Office of the Under Secretary of the Navy, ordered as Commander Fleet Air Wings, U.S.

Atlantic Fleet, with additional duty as Commander Fleet Air Wing Five.

Rear Admiral Edward C. Ewen, usn (AV), Commander Naval Forces, Marianas, ordered as Commander Carrier Division One.

Rear Admiral Robert F. Hickey, usn (AV), Commander Fleet Air Wings, Atlantic, ordered as Acting Chief of Information, Navy Department.

Rear Admiral Robert E. Blick, Jr., usn (AV), Commander Carrier Division Sixteen, ordered as Assistant Director of Naval Intelligence.

Rear Admiral John P. Whitney, usn (AV), Vice Commander, Military Air Transport Service, ordered as Commander Carrier Division Sixteen.

Rear Admiral Edgar A. Cruise, usn (AV), Director Air Warfare, Office of the Chief of Naval Operations, ordered as Commander Fleet Air Wing Three, U.S. Atlantic Fleet.

Rear Admiral Kenmore M. McManes, usn, Office of the Chief of Naval Operations, ordered as Commander Destroyer Flotilla One, U.S. Pacific Fleet.

RN Flier Serving With USN on Exchange Basis

Under an exchange program between the U.S. and Great Britain, picked pilots and line officers have been chosen to serve for one year on exchange duty. In line with this strengthening of ties between the two nations, Lieutenant Raymond D. Lygo, Royal Navy, is serving with Fighter Squadron 172 at the Naval Air Station, Jacksonville, Fla.

Lieutenant Lygo's duties with VF-172 include piloting a *Banshee* jet fighter. During Operation Portrex, he operated from the aircraft carrier *uss Philippine Sea* (CV 47) in furnishing air support to invasion forces and surface units.

Lieutenant Lygo entered the Royal Navy in November 1942, after being employed by the *London Times*. He received his flight training partly in England and partly at the Royal Canadian Air Force Base, Kingston, Ontario, Canada. He holds the British War Medal and Atlantic, Burma and Pacific Stars in addition to the distinction of having been in on the exciting chase of the German battleship *Von Tirpitz*.

The British pilot possesses some fame as an actor, as well as a flier. He appeared in the production "Stars and Stripes" during a visit to New York, and "stole the show"

in a comedy role at NAS Jacksonville. His father, grandfather and an uncle were all associated with the stage in England.

Shortly after arriving in Jacksonville, Lieutenant Lygo married an American woman, further strengthening the ties across the Atlantic. —Robert N. Joyce, JOSN, usn.



ROYAL NAVY pilot LT Raymond Lygo, here on exchange duty, has chute adjusted by J. Burney, ADI.

Marines Aid Blood Bank

Marines at Cherry Point, N. C., turned out 100 per cent in support of a Red Cross plan to start a blood bank at the nearby city of New Bern, N. C.

The plan to open a blood bank, to which all the Cherry Point Marines offered their assistance in the form of blood donations, followed a dramatic episode where a local man nearly lost his life through lack of blood donors. In this case two Navy hospitalmen came to the rescue.

When a New Bern taxi driver was attacked and slashed by a passenger, he drove back to the cab stand in a serious condition through loss of blood. A frantic search among the town's inhabitants failed to produce any donors with blood of the right type. Calling the Marine Corps Air Station dispensary late at night, a Red Cross official obtained two satisfactory volunteers from the Navy—Leo J. Fenelli, HN, usn, and Charles J. Fereday, HN, usn. These two men quickly drove to town and the transfusion was performed. As a result of their contribution, the cab driver's life was saved.

The assistance of the Marines at Cherry Point will help the new blood bank to get off to a good start.

Rockets from Ships

On the flat, calm Pacific near Christmas Island, several hundred miles south of Hawaii, *uss Norton Sound* (AV 11) cruised slowly along the equator. On the fantail was a 50-foot-long, two-and-one-half-foot thick, pencil-shaped rocket. A crew of Navy scientists and technicians made last-minute adjustments. On a signal the switch was closed and the giant projectile leaped skyward, its liquid oxygen and alcohol rocket motor sending it screaming through the atmosphere and out into space. Before arcing and tumbling down into the sea, the missile traveled an estimated 106.4 statute miles skyward.

It was a new altitude record for an American built, single-stage rocket. Also, it was the greatest distance any projectile ever launched from a ship has traveled.

This was the first ship-board firing of the *Viking*, largest Navy upper atmosphere research rocket.

Named "Project Reach," the Navy's latest rocket-firing experiment was designed to gather information on cosmic rays for study and evaluation. A heavy load of sensitive instruments was carried in the nose of the *Viking*, and an automatic radio transmitter relayed data to *Norton Sound*. *uss Ozbourne* (DD 846) assisted in tracking and photographing the rocket.

This was the fourth cosmic radiation research cruise for *Norton Sound*. Previously, during the spring of 1949, the converted seaplane tender made a cruise off the coast of Peru, launching *Aerobee* rockets. Her second research cruise was in the mid-Pacific in the summer of 1949, where she launched *skyhook* balloons.

The previous altitude record for an American-built, single-stage rocket was 78 miles, established by the Navy's *Aerobee* rocket.

Record altitude for a single-stage rocket—114 miles—is held by a German V-2 rocket fired at White Sands Proving Ground, Las Cruces, N.M., on 17 Dec. 1946. A two-stage rocket—a combination of the German V-2 and the Army's smaller Wac Corporal rocket—climbed to an altitude of more than 250 miles when fired at White Sands on 24 Feb 1949.

The operation provided an opportunity for the Navy to conduct valuable training of crewmen in the launching of rockets from ships, in

Outstanding Serviceman Will Be Chosen Monthly

Navy men who in the future prove themselves outstanding will have a chance to win the title of "Serviceman of the Month" and with it a free trip to Washington, D. C.

The honor is a new one which will go each month to a soldier, sailor or airman who has performed exceptional duty. In Washington, the serviceman will tell his story on the radio for the benefit of a nationwide audience.

Winner of the first selection as "Serviceman of the Month" was Master Sergeant Eugene Lansing, USA. Sergeant Lansing contributed much of his off-duty time to the support of various humanitarian drives in Boise, Idaho, where he is stationed in the headquarters, Idaho Military District.

Each month an outstanding serviceman such as Sergeant Lansing will be chosen to represent the Armed Forces and to tell his story on "Time for Defense," the Defense Department's weekly half-hour radio program.

Here's how each month's winner is to be selected:

Selection will be based on the "participation of the individual in an incident which is dramatic,

timely or of unusual human interest" or upon "noteworthy performance of duty over an extended period of time."

Selection will not be limited to any particular service, rate, rank or grade, although emphasis will be placed on enlisted men and junior officer ranks.

Nominations for "Serviceman of the Month" are unlimited and may be submitted by any commanding officer to the Department of Defense. Complete details are contained in SecNav Letter 50-324 (NDB, 15 May 1950).

The choice of one serviceman each month on a Defense-wide basis is patterned after area-wide selections of outstanding men which have been underway for some time in several Army and Navy area commands.

For example, in the Hawaiian area, a "Navy Man of the Month" as well as a "Marine of the Month" and "Airman of the Month" is chosen. The three men selected (along with their wife or girl friend) are then treated to an expense-free tour of some of Honolulu's brighter nightspots as a reward (ALL HANDS, November 1949, p. 6).

addition to gathering much valuable information on cosmic rays. These rays are particles of energy possessing tremendous power.

Scientists think these rays can best be studied at very high altitudes, beginning at about 100,000 feet. From information gathered by the *Viking* and its other experimental rockets, the Navy hopes to learn if it is possible to harness and use these high energy particles.

MDAP Countries Get Ships

As one of the initial steps in the Mutual Defense Assistance Program—the agreement between nations of the Atlantic Pact to assist each other for their overall defense—the U.S. Navy has turned over a number of ships and planes to other member nations.

Fifteen ships—12 destroyer escorts, two submarines and one submarine rescue vessel—were taken from mothball and active fleets and refitted prior to delivery to other na-

tions. These ships are: *uss Blower* (SS 325); *uss Bumper* (SS 333); *uss Bluebird* (ASR 19) *uss Burrows* (DE 105); *uss Rinehart* (DE 196); *uss Samuel S. Miles* (DE 183); *uss Riddle* (DE 185); *uss Swearer* (DE 186); *uss Wingfield* (DE 194); *uss Bright* (DE 747); *uss Cates* (DE 763); *uss Gustafson* (DE 182); *uss Eisner* (DE 192); *uss Stern* (DE 187); and *uss O'Neill* (DE 188).

A number of naval aircraft supplied to Mutual Defense Assistance Program countries were readied at various naval bases around the nation and ferried to NAS Norfolk, Va., for transfer overseas.

Destroyer escorts *Burrows* and *Rinehart* have been turned over to the Royal Netherlands Navy. Dutch crews were indoctrinated in operation and maintenance of these vessels at Boston Naval Shipyard.

All of the destroyer escorts delivered to MDAP countries are modern 1,240-ton vessels built during 1943 and 1944.

Brief news items about other branches of the armed services.

★ ★ ★

THE U. S. COAST GUARD observes its 160th anniversary this month.

The Coast Guard, a part of the U. S. armed forces and the principal federal agency for maritime law enforcement and marine safety, had its beginning in 1790.

On 4 August of that year, Alexander Hamilton, Secretary of the Treasury under President Washington, obtained from Congress authority to launch a sea-going military force in support of normal economic policy. This force became the nucleus of today's Coast Guard which operates in peacetime under the Treasury Department; in wartime under the Navy Department.

The act called for the "establishment and support of 10 cutters for the purpose of enforcing customs laws." The act further authorized the commissioning of 40 officers ("officers of the customs")—a master, first, second and third mate for each cutter.

For years, until several frigates were built incident to the organization of the Navy Department in 1798, the customs cutters constituted the only U. S. fighting force afloat as a first line of defense against Old World power.

Throughout the early years of its history, the Coast Guard, as it is known today, was variously referred to as "System of Cutters," "Revenue Service," "Revenue-Marine," and "Revenue Cutter Service," the latter being accepted in general use by 1890 and remaining as such until 1915 when the service received its present title of U. S. Coast Guard.

It was in 1915 that several small federal agencies, including the Revenue Cutter Service and Life-Saving Service were amalgamated under the heading of U. S. Coast Guard "in order to centralize responsibility, to eliminate duplication of effort, and to redirect federal activity towards greater public benefit." In 1939 the Lighthouse Service was added.

Of striking contrast with regard to the growth of the Coast Guard organization is the development from

its original complement of 100 officers and men to the World War II peak of 172,000 officers and men and 10,000 Women's Reserve Spars.

The exploits of the U. S. Coast Guard—both in war and in peace—have been duly recorded in fact and fiction throughout its 160 years of "Semper Paratus" and heroic existence.

★ ★ ★

TRAINING OF APPROXIMATELY 550 U. S. Air Force airplane and engine mechanics is being undertaken by two civilian schools.

The two schools—Spartan School of Aeronautics, Tulsa, Okla., and Cal-Aero Technical Institute, Glendale, Calif., will each train approximately 275 personnel. Identical instruction will be given USAF airmen at both schools during the 36-week course.

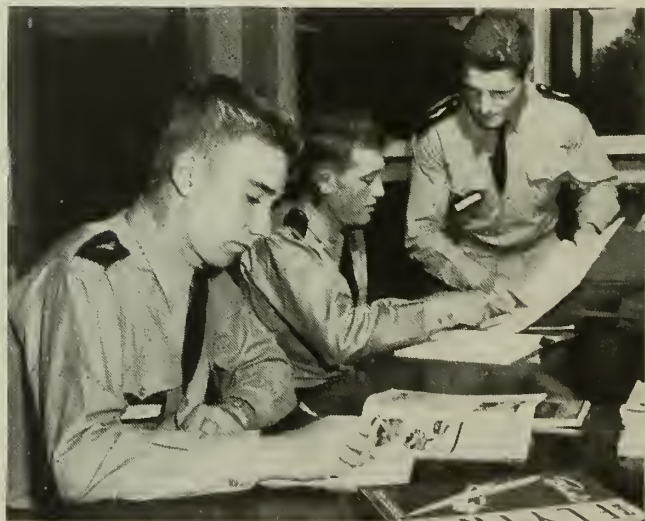
Trainees will be assigned to the schools from the USAF Indoctrination Center, Lackland AFB, San Antonio, Texas. The program is being introduced to test the practicability of technical training by civilian contract schools.

★ ★ ★

A JOINT U. S.—Canadian experimental aerial navigation system in Alaska and the Canadian arctic, completed in 1948 and operated by U. S. Air Force and Royal Canadian Air Force personnel, is being dismantled.

The chain of low-frequency loran—Long Range Aid to Navigation—and monitoring stations has been discontinued because of radio transmission difficulties and certain handicaps due to climate. USAF and RCAF authorities said that operation of the station has provided much scientific information. This information, otherwise unobtainable, would be of value in developing a satisfactory aerial navigation system in the far north. Experiments of the same type are now being continued in the continental U. S.

USAF personnel manned the loran stations in Alaska, while the RCAF maintained those in Canada.



AMERICAN WAY to fly is being taught French airmen at AFB Randolph, under Mutual Defense Assistance Program.

IN THE FIRST INSTANCE of its kind since the end of World War II, the Army has awarded contracts for the delivery of 400 light planes for use in observation and reconnaissance for ground troops. Deliveries are expected to begin in December of this year and to continue in 1951.

The new light plane to be acquired by the Army is the Cessna, Model 305. It's a single-engine, high wing monoplane with tandem seating for two persons. The passenger area is enclosed. A sturdy plane, the Cessna 305 is designed for rough field operation. It is of all-metal construction and has special steel spring landing gear. The 213-horsepower engine employs only 30 per cent of its power in normal 90-knot cruising.

Army aircraft of this type are assigned as part of normal combat equipment for infantry regiments, combat engineer regiments and armored cavalry regiments, and to certain Signal Corps units, Army headquarters and training schools. The new plane is designated the L-19A by the Army.

★ ★ ★

A NEW ALL-WEATHER jet fighter, the F-94, a cousin of the *Shooting Star*, can fly and fight in pitch darkness and in weather that would ground most other jet fighters.

The first two of these all-condition jet interceptors were flown to the AF's Western Air Defense Command at Hamilton Air Force Base, San Rafael, Calif., after a brief ceremony at San Fernando Airport, Van Nuys, Calif., where they were originally delivered. Later, pilots of the 319th All-Weather Squadron flew them to Larson AFB, Moses Lake, Wash.

The F-94 interceptor makes use of radar located in its ball-like plastic nose for pin-pointing enemy planes after being radio directed to the proper area by radar ground control. The plane can locate and intercept enemy aircraft under completely blind flying conditions, it has been announced.

The F-94 is a two-place ship, with the pilot occupying the front cockpit, and the radar operator the rear. The J-33 turbo-jet engine delivering 5,200 pounds of thrust on takeoff, is equipped with an afterburner for extra speed and performance. The F-94 is a new version of the T-33, a jet trainer, and the familiar F-80.

★ ★ ★

DESPITE THE EFFICIENCY of modern forms of communication, the Army still has a need for carrier pigeons. They can make contact with places in which other forms of communication are impossible or impractical.

At the Army's Pigeon Training Center, Fort Monmouth, N. J., some 1,300 of the feathery messengers are kept on hand. About 800 of these are seasoned message carriers, with 500 others in training. Many of the famous homing pigeons of World War II live here in semi-retirement.

Training of young pigeons begins when they are less than one month old. By the time they are two months old they are making 20 mile trips. This distance is gradually increased, and when their training is completed they are making 300- and 600-mile journeys.



NEW LOOK is given World War II combat boots by applying a newly-discovered water-resistant plastic.

★ ★ ★

BEING SHORT ON BRAINS isn't always a great disadvantage, if one is to judge by the occupation of a dummy named "Lumpy." All he has to do is lie around all day in Army sleeping bags.

Lumpy's job, if you can call it that, is to find out which sleeping bag is better than which other. This he does by producing heat. Scientists at the Army Quartermaster Corps Climatic Research Laboratory, Lawrence, Mass.—which is Lumpy's home—check to see how much heat each sleeping bag allows to escape. That way, they can learn a lot about outdoor snoozing equipment.

Lumpy's skin consists of a suit of "long-handled" underwear. Inside he has, among other things, a number of electrical heat units. Controls make it possible to increase or decrease the amount of heat at any section of his body. The heat input is carefully measured so that loss at any point can be measured.

The dummy is working on 24 differently designed sleeping bags. What he reveals about them is important, but will not be conclusive. No one design will be declared the winner until it has been tested thoroughly outdoors in all kinds of weather by human beings.

Lumpy was named in honor of his unpredictable figure.

★ ★ ★

WHILE HELPING the Netherlands perfect her air defense system, the crews of B-29s and B-50s of the U. S. Air Force have been getting in some valuable training.

Bombers of USAF Third Air Division in England have been flying over Dutch territory with special permission of the Netherlands government. Dutch radar warning installations detect the approaching planes and Dutch *Meteor* squadrons take off to intercept and "attack" them. This practice offers excellent training opportunities for air and ground crews of the Dutch air defense system as well as for the USAF bomber crews. Movie cameras in the planes of both countries make a record of the results.

Other western European countries are conducting joint air maneuvers similar to the U. S.—Dutch drills. Belgian *Meteors* and French *Vampires* fly to England to conduct fighter training with units of the Royal Air Force, and Dutch planes may do so soon.

THE BULLETIN BOARD

Officer Candidates Desired For Intensive Training In 11 Foreign Languages

In this day of fast-moving world events, the Navy has a continuing demand for officers who can speak and write fluently in a foreign tongue.

Officers with this language ability are needed for important billets such as those in naval missions abroad or in intelligence work.

To train certain officers to speak and write in a foreign language, the Navy maintains the U. S. Naval School (Naval Intelligence) at the Naval Receiving Station, Anacostia, D. C.

At this school, each student-officer is given an intensive course in one of 11 languages. Lengths of the courses vary from five months for French or Spanish to 18 months for Chinese. Graduates must pass a test at the conclusion of the course which qualifies them as an interpreter-translator.

A recent directive, BuPers Circ. Ltr. 93-50 (NDB, 30 June 1950), announces that billets are now open at the school for qualified officers (including women officers) of the rank of lieutenant (junior grade) and above in the Regular Navy—as well as officers of comparable rank in the Marine Corps.

The new circular letter makes a few changes in existing regulations concerning the language school. Reflecting the changing world situation, Greek has now been dropped as a language while the study of Iranian has been added.

The objective of each course, the directive states, is to provide the

Magazine Not Sponsored Or Endorsed by the Navy

The Secretary of the Navy has announced that "to correct any misconception in the minds of Navy personnel, 'The United States Navy Magazine,' published by the United States Navy Weekly, Inc., is not an official publication, nor is it sponsored or endorsed by the Navy Department."

This announcement was made in Alnav 62-50 (NDB, 15 July 1950).

student with a practical mastery of the written and spoken language.

This requires four hours of daily instruction in the classroom, two additional classroom hours of supervised study and six hours daily devoted to preparation and study outside the classroom—five days a week.

In addition to this formal schooling, students actually "go native" by reading foreign newspapers, attending foreign films.

Each course also includes a brief summary of the political, economic, sociological and geographic factors of the native area. Here is a list of the languages taught and the approximate time required for each:

Chinese, 18 months (formerly 20); Russian, nine months; Arabic, nine months; Turkish, nine months; Iranian, nine months; German, eight months; Swedish, six months; Portuguese, six months; Italian, six months; French, five months and Spanish, five months.

Classes commence as follows:

- Chinese, Turkish, Iranian, Arabic, German—first Monday in April.
- Swedish, Portuguese, Italian, French, Spanish—first Monday in April and first Monday in October.
- Russian—first Monday in January, April, July and October.

All applicants for these courses should be less than 30 years of age and should have completed 2½ years of college or the equivalent. Applications should be submitted via official channels to the Chief of Naval Personnel (Pers C-122). For complete details, see the circular letter.

New Trophy Will Be Given Annually to NAS or NARTU Showing Greatest Progress

A new trophy—the "Chief of Naval Air Training Trophy"—can now be won by the naval air station or naval air reserve training unit showing the greatest improvements in annual competitive training. The trophy will be reassigned each year.

Unlike the Edwin Francis Conway trophy and the Noel Davis trophy, the "CNATRA" trophy will be awarded for improvement only, and not necessarily for the highest overall efficiency. The Conway trophy is awarded to the outstanding Reserve station or training unit, and the Davis trophy is awarded to Reserve squadrons by types. Both of these will be presented annually as before.

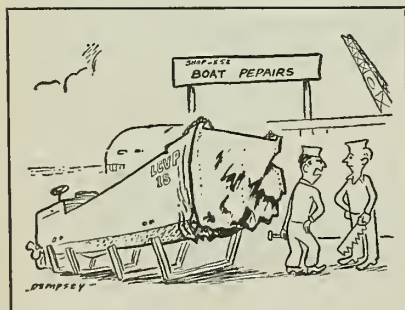
Here are conditions which govern award of the CNATRA trophy:

- To be eligible, the NAS NARTU must have been in commission for one year before the year in which it hopes to win the trophy.
- The average of the Noel Davis scores awarded Organized Reserve squadrons will be a major factor in evaluating the efficiency of the parent activity.
- The comparative standing of naval air stations and naval air re-

'Operation Crossover' Tests Air-Land-Sea Amphib Methods

"Operation crossover," an operation designed to test air-land-sea amphibious techniques, was performed entirely by Navy and Marine Corps experts in the amphibious field. Amphibious experts of the Fleet Marine Force, Atlantic, and of the Amphibious Force, Atlantic Fleet, joined in executing the operation. Crossover was conducted to deal with the problems presented by new weapons, testing the "1950 method and technique" of approaching and assaulting an enemy-held beach.

Personnel training was outweighed in this exercise by the emphasis on tactics and techniques. Locale of Operation Crossover was the Camp Lejeune, N. C., area.



"Woman driver!"

serve training units will be evaluated on logistics inspections and training inspections conducted under direction of the Chief of Naval Air Reserve Training.

• Improvement rating will be computed numerically as the difference between the efficiency ratings of the current year and the preceding year. Computation will be made by the Chief of Naval Air Reserve Training.

Proficiency and safety records of the various departments will be the basis for CNATRA trophy point score computation. Possible points that may be scored by NAS departments are as follows:

Flight training and aircraft maintenance—20 points each; aviation technical training, operations, supply and public works—15 points each; personnel/administration, medical, public information, and welfare and recreation—10 points each; other departments, including dental, communications, and legal and security—five points each. Twenty points can be earned by the station safety record.

Although naval air reserve training unit points do not duplicate the point figures of naval air station departments, the same ratio of emphasis between the various departments is used.

MarCor Will Transport 10,000 Summer Trainees by Air

Approximately 10,000 Marine Reservists will travel by air this summer in going to or from training locations. Many will travel both ways by air.

This summer's Marine Reserve training program, the largest in the history of the Marine Corps Reserve, will be conducted at nine Marine activities on the two U.S. coasts. Most units will be trained at bases on the coast opposite the one on which their home stations are situated. The task of moving men and equipment to training areas under these circumstances is termed a "crisscross operation."

Amphibious training is the keynote this year, with 27 ground units spending the entire two-week training period practicing that type of warfare. Other units will devote a part of their training to amphibious problems.

WHAT'S IN A NAME

The Salt Horse

"God made the vittles but the devil made the cook" was typical of the jests that sailors of the early-day ships pointed sharply at the ship's cook and the chow he set out. Many an old-time story gives a graphic pic-



ture of what once appeared on the mess tables.

Salt beef was long the sailor's staple diet and one legend tells of the extensive chewing that was required to make the gristly salt beef suitable for swallowing. That is supposed to be the basis for the expression "chewing the fat."

The salt beef was often lovingly referred to as the salt horse. As the sailor sat down to the mess table he would say grace as follows:

*Old horse, old horse, how came you here?
—From Saccarap' to Portland Pier
I carted stone this many a year,
Until, worn out with sore abuse,
I'm salted down for sailor's use.
The sailors they do me despise;
They turn me over and damn my eyes,
Cut off my meat and pick my bones,
And heave the rest to Davy Jones.*

1,200 Reserve CWOs Approved For Permanent Commissions

Permanent appointments as commissioned warrant officers in the Naval Reserve have been approved for some 1,200 former temporary CWOs and permanent WOs.

Permanent warrant officers who served satisfactorily in the grade of temporary commissioned warrant officer and permanent warrant officers who served satisfactorily on active duty in the grade of warrant officer for not less than 12 months prior to 1 Oct 1945, are included in the list.

The permanent appointment of these officers was authorized under Naval Reserve policy, which extends to the Reserve the Regular Navy officer readjustment program as outlined in the Officer Personnel Act of 1947.

Each newly approved Reserve commissioned warrant officer must apply for his permanent appointment, even though he has previously applied for one under past authority.

In order to be eligible to accept the CWO appointment, an officer must have performed some satisfactory active service. This fact will be verified by the individual's commanding officer if he has been on continuous active duty since he received his appointment to perma-

nent warrant officer, or by a Certificate of Satisfactory Service if he has been released from active duty.

All appointees must also qualify physically.

Officers should report to any naval or Naval Reserve activity to effect their appointment. Officers who have been transferred to the Inactive Status List of the Naval Reserve are not eligible for the permanent appointment.

Any officer who does not wish to accept his permanent appointment must either submit a statement to that effect to the Chief of Naval Personnel, or request transfer to the Inactive Status List or submit his resignation from the Naval Reserve.

Navy Band Will Visit West Coast This Fall

The U. S. west coast and a number of northwestern states will be visited between 16 October and 21 November this year by the United States Navy Band.

With announcement of the autumn 1950 itinerary, the Navy Band outlined its 1951 schedule. Spring of 1951 will find the band touring southwestern states, except California; the fall 1951 tour will take the band to southeastern states, except Florida.

Limited Amount of Time Left For NAC Program Officers To Complete Educations

There is only a limited amount of time in which Reserve officers in the Naval Aviation College Program will be eligible for educational benefits allowed under Public Law 729, 79th Congress.

Time limits and other regulations with which eligible officers are required to comply are given in BuPers Circ. Ltr. 99-50 (NDB, 30 June 1950) as follows:

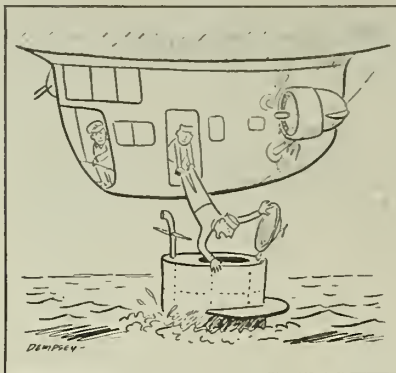
- Commence full-time instruction at an accredited college or university not later than two calendar years after his acceptance of appointment as ensign, USNR, and/or his release to inactive duty. Failure to do so forfeits the officer's rights to all educational benefits allowed by the Public Law.

- Complete the utilization of all educational benefits before the sixth anniversary of his original commission as ensign, USN. Failure to do so forfeits the right to the uncompleted portion of the educational benefits provided by the Public Law.

- Receive payment for tuition, fees, books and laboratory expenses for only that period during which he receives the \$100 per month retainer pay while pursuing full-time instruction at an accredited college or university as prescribed in Section 9(a) of Public Law 729, 79th Congress.

The directive also provides a clarification of certain retainer pay matters of interest to NACP Reserve officers.

All COs are called on to bring BuPers Circ. Ltr. 99-50 to the at-



"Ahoy down there, friend or foe?"

tention of all officers appointed to such status from the NAC program and to aviation midshipmen in the NAC program under their command. COs must make sure that officers and midshipmen concerned forward to the Chief of Naval Personnel, Attn: Pers-C1242, a statement that they have read the circular letter and understand it.

Personnelmen School Changes Schedules and Curricula

Classes in the classification and interviewing procedure course at Naval School, Personnelmen, Class C-1 at San Diego, Calif., are now convening once every four weeks instead of once every two weeks, as before. The input rate for this course is now 16 trainees every four weeks.

Other changes were made in curricula and schedules at the San Diego personnelmen school, along with those mentioned. The course in personnel administration was discontinued, and a special two-week advanced course in classification and interviewing procedures was inaugurated for outstanding graduates of the eight-week course. Fleet non-returnable trainees only are eligible for the advanced course, and they must be definitely above average.

Four enlisted instructors, no longer needed in the personnelman school because of the changes, were assigned to Naval School, Instructors, Class C-1, also at San Diego. A reduction of five instructors in all was possible through discontinuance of the personnel administration course and less frequent enrollments in the classification and interviewing course.

32 Per Cent of NSLI Policies Held by World War II Vets Are of the Permanent Type

Of the 5,606,011 National Service Life Insurance policies now held by World War II veterans, approximately 32 per cent—or 1,785,000—are policies of a permanent type.

Conversion of NSLI term insurance to permanent plans has increased rapidly in recent years. Permanent policies now in effect number almost two and one-half times the 1947 figure.

NSLI term insurance is issued for a term period of five years. However, Congress has extended or permits renewing the terms of such insurance as follows:

- Policies taken out before 1 Jan 1946—extended to eight years (three years beyond the original term). The premium rate remains at its original level throughout the eight-year term.

- Policies taken out before 1 Jan 1958—may be renewed for an additional five-year term at the expiration of the original term period. This includes extended policies such as mentioned in the preceding paragraph. Renewed policies carry a higher premium rate, based on the insured's age at time of renewal.

This means that if a policy was taken out before 1 Jan 1946 and not allowed to lapse, it has been or will be extended automatically for three years beyond its original expiration date. At the end of the total of eight years, it can be renewed for five years, with higher premiums. Policies taken out during 1946 and 1947 can be renewed for five years upon expiration of the original five years. Premium rates will be based upon the insured's age at time of renewal.

NSLI expires at the end of the term period unless it is converted or renewed. If the policy owner desires to convert it, he has his choice of six permanent plans to which he may change. No physical examination is required.

The six permanent plans are: Ordinary life, 30-payment life, 20-payment life, 20-year endowment, endowment at age 60, and endowment at age 65. Ordinary life permits the lowest premium payments of any of



"After all, I woulda loaned you my shirt."

the permanent plans. Premiums must be paid throughout the life of the insured, however.

"Thirty-pay life" is a very popular permanent plan. It relieves the policy owner of paying premiums in his later years, and at the same time permits smaller monthly payments than does 20-payment life.

While Navy insurance authorities urge holders of term NSLI policies to consider all factors carefully when converting to a permanent plan, they also point out that "procrastination is the thief of time." In other words, one shouldn't wait too long. Age at the time the permanent plan is begun has a definite bearing on the size of premiums to be paid.

The VA pamphlet entitled *Information on National Service Life Insurance* gives full facts and figures on all phases of NSLI. Also, a detailed coverage of the National Service Life Insurance picture was given in ALL HANDS, January 1949, pp. 48-52.

Eligibility of Ensigns For Training Clarified

Ensigns commissioned directly from NROTC units and not yet selected for retention in the U.S. Navy in a career status are eligible only for submarine training or short term training of five months or less. They are not eligible for flight training, postgraduate training, long term training, or change in designation to EDO, SDO, AEDO or from Line to SC or CEC.

Many requests for special training or change in designation from ensigns in the category mentioned above have been received by BuPers. BuPers Cire. Ltr. 103-50 (NDB, 30 June 1950) was issued to clarify the eligibility of such ensigns for special training or change in designation.

Officers who complete three years' service and are selected for retention in a regular USN status will be eligible to apply for all training and assignments open to their contemporaries, the directive states. Applications for flight training and change from line to SC or CEC may be submitted during the third year of commissioned service but assignment to such duty will not be made until the board to select officers for retention has completed its findings.

WAY BACK WHEN

'Old Ironsides'

Had it not been for a 24-line piece of poetry, the 153-year-old USS *Constitution*, the American Navy's second most venerable vessel, would not be in existence today.

Launched 21 Oct 1797 (44 days after her sister ship *Constellation*), *Constitution* had by 1828 recorded three decades of distinguished naval history. But between the years 1828 and 1830, she was decommissioned, surveyed and reported unseaworthy.

Estimated cost of repairs exceeded the original cost of building (\$302,917) and the

Secretary of the Navy, upon recommendation of the naval commissioners, decided to have the ship broken up and sold for scrap. The proposition might have passed without serious opposition had not the vessel's proverbial good luck once more intervened to save her.

When a law school student by the name of Oliver Wendell Holmes read that the famed frigate was to be so ingloriously disposed of, he dashed off on a scrap of paper the now famous three-stanza poem "*Old Ironsides*."

First published in the *Boston Advertiser*, the piece was quickly copied by newspapers throughout the country. It was even printed on handbills and circulated on the streets of Washington.

Lamenting the pending fate of the popular ship, the poem aroused such irresistible public opinion that the Navy Department order was revoked and Congress appropriated the money necessary for rebuilding. In 1835, "*Old Ironsides*" once again put to sea to continue her illustrious career.



MarCor May Transfer Air Officers to Ground Duty

In order to bring some young aviators into its air arm, the Marine Corps may be forced to transfer some of its air officers to ground duty.

This action has become necessary because of the high proportion of flying officers in the Marine Corps, which has prevented an adequate input of new aviators without exceeding strength ceilings.

The Corps figures it must have vacancies for 83 incoming aviators during the fiscal year 1951.

If, however, these two sources do not yield the required vacancies, a special board is prepared to "select out" certain officers for revocation of flight orders.

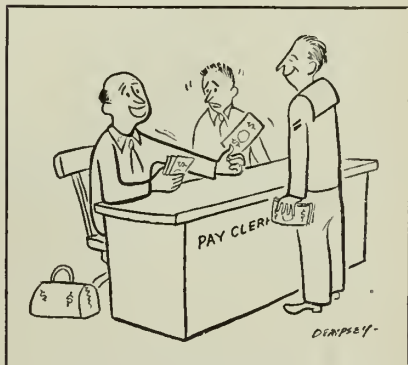
Regular officers will be reassigned to ground units, while temporary officer aviators will be offered these alternatives:

- Reduction to permanent rank with continued detail to duty involving flying as aviation pilots.
- Reduction to permanent rank and discharge for the convenience of the government.
- Subject to the requirements of the ground units, transfer to ground

units in their present temporary commissioned officer status with flight orders revoked.

The board will also consider a number of enlisted pilots for revocation of flight orders. Temporary officers who are reverted to enlisted pilot status, however, will not be considered for revocation of flight orders in this number.

This information is contained in Marine Corps Memo 61-50. The memo adds that limited duty officers and temporary aviation ground officers will be retained in their aviation duties.



"... and here's an extra one for being such a good boy."

Tables Show Absentee Voters the Dates and Details of Coming Elections

With Fall coming up soon, it's time to start thinking about those elections back home. If you're a registered voter—or if your state permits you to register by mail—you should apply for an absentee ballot.

In addition to electing Federal, state and local officials to new terms of office, many other items are the state voting calendars. In West Virginia, for instance, voters will go to the polls to determine the passage of

a \$90,000,000 veterans' bonus.

The table below will show you the dates and other details of the coming elections. Some primary elections, already past, have been eliminated. Note also that no information is available on the South Carolina elections, where legislation governing primaries is being considered, and that Maryland, Pennsylvania, and the Territory of Hawaii do not permit absentee voting.

State	Date of election	May service man use post-card application (Standard Form 76) supplied by each Department at his request	Earliest date State will receive service man's application for State absentee ballot	Earliest date State will mail absentee ballot to service man	Date on or before which service man's executed absentee ballot must be received back by appropriate officials within State in order to be eligible to be counted
Alabama (1)	General—3 Nov 1950	Yes	Not more than 40 days nor less than 5 days prior to election.	40 days prior to election.	Election day.
Arizona (2)	Primary—12 Sep 50	No	30 days prior to Saturday preceding election.	30 days prior to Saturday preceding election.	6 p.m., election day.
Arkansas (2)	General—7 Nov 50	No	do	do	Do.
California (2)	General—7 Nov 50	Yes	25 Jun 50	10 Jul 50	Do.
Colorado (2)	General—7 Nov 50	Yes	Prior to 2 Nov 50	18 Oct 50	13 Nov 50.
Connecticut (2)	Primary—12 Sep 50	Yes	90 days prior to election.	20 days prior to election.	Election day.
Delaware (3)	General—7 Nov 50	Yes	do	do	Do.
Florida (4)	General—7 Nov 50	Yes	6 Jul 50	6 Jul 50	6 p.m., 6 Nov 50.
Georgia (3)	Not stated	Not stated	Not stated	Not stated	Not stated.
Idaho (2)	General—Nov 50	do	do	do	Do.
Illinois (2)	General—7 Nov 50	do	Not more than 60 nor less than 30 days prior to election.	Upon receipt of application.	Election day.
Indiana (2)	General—7 Nov 50	Yes	1 Jul 50	19 Jul 50	7 Aug 50.
Iowa (5)	General—7 Nov 50	Yes	31 Jul 50	23 Sep 50	Election day.
Kansas (2)	General—7 Nov 50	No	8 Sep 50	8 Sep 50	4 Nov 50.
Kentucky (4)	General—7 Nov 50	No	20 days prior to election.	Upon receipt of request.	Day preceding election day.
Louisiana (4)	General—7 Nov 50	No	Any time.	Sufficient time to be returned prior to election.	Day prior to election day.
Maine (2)	General—7 Nov 50	Yes	do	do	Do.
Maryland	Primary—5 Aug 50	No	Not stated	Not stated	Not stated.
Massachusetts (2)	General—7 Nov 50	No	do	do	Do.
Michigan (2)	General—7 Nov 50	Not stated	Any time.	As soon as possible.	Do.
Minnesota (5)	General—11 Sep 50	Yes	do	30 days prior to election.	Election day.
Mississippi (2)	Absentee voting not permitted.				
Missouri (2)	Primary—19 Sep 50	No			
Montana (2)	General—7 Nov 50	Yes	do	Not stated	Election day.
Nebraska (2)	Primary—12 Sep 50	No	do	Soon as printed	Do.
Nevada (2)	General—7 Nov 50	No	do	do	Do.
New Hampshire (2)	Primary—12 Sep 50	Yes	do	15 days prior to election.	Do.
New Jersey (2)	General—7 Nov 50	Yes	do	do	Do.
New Mexico (2)	Primary—22 Aug 50	Yes	60 days prior to primary or general election.	Within the 60-day period.	Do.
New York (2)	2d Primary (if necessary) 12 Sep 50	Yes	do	do	Do.
North Carolina (2)	General—7 Nov 50	Yes	do	do	Do.
North Dakota (2)					
Ohio (2)					
Oklahoma (2)					
Oregon (2)					
Pennsylvania (2)					
Rhode Island (2)					
South Carolina (2)					
South Dakota (2)					
Tennessee (2)					
Texas (2)					
Utah (2)					
Vermont (2)					
Virginia (2)					
Washington (2)					
West Virginia (2)					
Wisconsin (2)					
Wyoming (2)					

State	Date of election	May service man use post-card application (Standard Form 76) supplied by each Department at his request	Earliest date State will receive service man's application for State absentee ballot	Earliest date State will mail absentee ballot to service man	Date on or before which service man's executed absentee ballot must be received back by appropriate officials within State in order to be eligible to be counted
Missouri (2)	Primary—1 Aug 50	Yes.....	30 days prior to election.	30 days prior to election.	6 p.m. on day next succeeding day of election.
	General—7 Nov 50	Yes.....	do.....	do.....	Do.
Montana (2)	General—7 Nov 50	No	Any time prior to election.	do.....	Election day.
Nebraska (2)	Primary—8 Aug 50	Not stated	10 May 50	Not stated.....	Midnight, 7 Aug 50.
	General—7 Nov 50	do	do.....	do.....	Do.
Nevada (3)	Primary—5 Sep 50	Not stated	90 days prior to election.	As soon as possible.	Prior to closing of polls on election day.
	General—7 Nov 50	do.....	do.....	do.....	Do.
New Hampshire (2)	Primary—12 Sep 50	No	do.....	do.....	do.....
	General—7 Nov 50	Yes	15 Sep 50.....	When printed	Election day.
New Jersey (1)	General—7 Nov 50	Yes	Not stated	Not stated	7 Nov 50.
New Mexico (5)	General—7 Nov 50	Yes	Any time.....	After 6 May 50 ..	Noon of day preceding election.
New York (1)	Primary—22 Aug 50	No	do.....	do.....	do.....
	General—7 Nov 50	Yes	Immediately	30 Sep 50	Noon, 6 Nov 50.
North Carolina (2)	General—7 Nov 50	Yes	Any Time.....	1 Sep 50	Election day.
North Dakota (2) ..	General—7 Nov 50	Yes.....	30 days prior to election.	30 days prior to election.	Election day.
Ohio (1)	General—7 Nov 50	Yes.....	1 Jan 50	8 Sep 50	Noon of day of election.
Oklahoma (2)	General—7 Nov 50	Yes.....	Any time.....	When available.....	7 p.m., election day.
Oregon (2)	General—7 Nov 50	Yes.....	Any time.....	45 to 50 days prior to election.	5 days prior to election.
Pennsylvania	Absentee voting not permitted.				
Rhode Island (2) ..	General—7 Nov 50	Not stated.....	Any time.....	15 Oct 50.....	(See note.)
South Carolina	No information available.				
South Dakota (2) ..	General—7 Nov 50	Yes.....	Not stated.....	70 days prior to election.	Prior to closing of polls on election day.
Tennessee (2)	Primary—3 Aug 50	Yes.....	Not more than 40 days nor less than 5 days prior to election within United States; not more than 90 days nor less than 20 days outside United States.	Not stated.....	Not stated.
	General—7 Nov 50	Yes.....	do.....	do.....	Do.
	General (county officers) 3 Aug 50.	Yes.....	do.....	do.....	Do.
Texas (2)	Primary—26 Aug 50.	Yes	(See note.)	(See note.)	(See note.)
	General—7 Nov 50	Yes	do.....	do.....	Do.
Utah (1)	Primary—5 Sep 50	Yes.....	Any time.....	When printed	Election day.
	General—7 Nov 50	Yes.....	do.....	do.....	Do.
Vermont (4)	Primary—12 Sep 50	No	Any time.....	10 days prior to election.	Election day.
	General—7 Nov 50	No	do.....	do.....	Do.
Virginia (4)	Primary—1 Aug 50	No	60 days prior to 1 Aug or 2 June.	10 July 50	Election day.
	General—7 Nov 50	No.....	do.....	do.....	Do.

State	Date of election	May service man use post-card application (Standard Form 76) supplied by each Department at his request	Earliest date State will receive service man's application for State absentee ballot	Earliest date State will mail absentee ballot to service man	Date on or before which service man's executed absentee ballot must be received back by appropriate officials within State in order to be eligible to be counted
Washington (2)	Primary—12 Sep 50...	Yes.....	45 days prior to election.	25 days prior to primary.	On 10th day following election.
West Virginia (4)	General—7 Nov 50....	Yes.....	do	No set date	Do.
	Primary—1 Aug 50....	Not stated.....	30 days prior to election.	22 Jul 50	Election day.
Wisconsin (2)	General—7 Nov 50....	do.....	do	do	Do.
	Primary—19 Sep 50....	Yes.....	60 days prior to election.	As soon as available.	Prior to closing of polls on election day.
Wyoming (2)	General—7 Nov 50....	Yes.....	do	do	Do.
	Primary—22 Aug 50....	Yes.....	30 days prior to election.	10 days prior to election.	Election day; in some counties they are required to be received by county clerk day prior to election.
Alaska (4)	General—7 Nov 50....	Yes.....	do	do	Do.
	General—10 Oct 50....	No.....	40 days prior to election.	As soon as ballots are printed	5 days prior to election day.
Hawaii.....	Absentee voting not permitted.				

(1) Absentee voting limited to members of the armed forces. (Alabama, New Jersey, New York, Ohio and Utah.)

(2) Members of the armed forces, Merchant Marine, civilians outside the U.S. officially attached to and serving with the armed forces, and dependents of such personnel may vote by absentee ballot. (Arizona, Arkansas, California, Colorado, Connecticut, Idaho, Illinois, Indiana, Kansas, Maine, Massachusetts, Michigan, Mississippi, Missouri, Montana, Nebraska, New Hampshire, North Carolina, North Dakota, Oklahoma, Oregon, Rhode Island, South Dakota, Tennessee, Texas, Washington, Wisconsin, Wyoming.)

(3) Members of the armed forces must be qualified voters under existing state law. (Delaware, Georgia, Nevada.)

(4) All registered individuals may vote by absentee ballot. (Florida, Kentucky, Louisiana, Vermont, Virginia, West Virginia, Alaska.)

(5) Only members of the armed forces, Merchant Marine and civilians outside the U.S. officially attached to and serving with the armed forces may vote by absentee ballot. (Iowa, Minnesota, New Mexico.)

Promotion of Warrants Clarified by Directive

Warrant officer promotion to pay grades W-3 and W-4, a subject about which there has been some speculation since passage of the Career Compensation Act, is discussed and somewhat clarified by a new SecDefense directive addressed to the Secretaries of the Navy, Army and Air Force. It is estimated that approximately 10 per cent of the warrant officers in each branch of the service can be promoted under the interim policies established by Secretary Johnson.

A group entitled the Personnel Policy Board of the Department of Defense, on which the three military services are represented, is working on an over-all warrant officer career program. It is expected that the

board's plan will be ready soon to be submitted to the Bureau of the Budget. Meanwhile, an interim plan has been drawn up, consisting of three major points:

- No promotions to grades W-4 and W-3 will be made except to the extent that funds be made available within current ceilings by adjustments in other military personnel programs.

- The number of warrant officers in each department of the armed forces promoted to grade W-4 must not exceed three per cent of the planned warrant officer strength for 30 June 1950 as shown in the budget justifications to Congress for the fiscal year 1951. Those promoted to grade W-3 must not exceed seven per cent of that same planned warrant officer strength.

- The total in grades W-4, W-3

and W-2 in the Army and Air Force must not exceed 40 per cent of the total warrant officer strength of the Army and Air Force.

Involved in the present interim plan are at least two factors of importance. One is that the budget for fiscal year 1951, as approved by the President, does not provide funds for distribution of warrant officers in proportions higher than those allowed in the 1950 budget. This occurred despite the fact that the Career Compensation Act, providing for two additional pay grades for warrant officers, was passed after the 1950 budget was approved and before the 1951 budget was approved. The reason for this was that no over-all plan covering a career program for warrant officers had been submitted to the Bureau of the Budget at the time the 1951 budget was reviewed.

Here's Information on Where and How to Apply for Absentee Ballots

Information regarding where and how to apply for an absentee ballot for voting in this year's elections is summarized below.

To vote by state ballot, the applicant must be eligible under the laws of his home state.

To meet the requirements of most states, all you have to do is send a postcard application—called Standard Form 76, which may be obtained from the commanding officer or voting officer of your ship or station—addressed to the secretary of state in the capital city of your home state.

However, special requirements are specified by some states. Many require an application other than Standard Form 76 and others request that the application be sent to officials other than the secretary of state. These deviations from the general rule of sending Form 76 to the secretary of state are as follows:

Arizona—The state's official application form should be requested from the county recorder of the county in which the voter is registered.

Colorado—Applications for absentee ballot must be made to the county clerk of the county in which the voter is registered. If registered in the City and County of Denver, the voter must send his application for absentee ballot to the Election Commission. Registration may be made by mail not later than 20 days before the election. Blanks for this purpose may be obtained from the county clerk.

Delaware—Send the application to the Department of Elections in the county in which the elector resides for the official absentee voting ballot.

Idaho—Application must be sent to the county auditor.

Illinois—Only members of the armed forces may use Standard Form 76 for making the application. Civilians outside the U. S. officially attached to and serving with the armed forces and dependents of service personnel must apply by writing direct to the County Clerk of Board of Election Commissioners.

Indiana—Applicant must request the application form from the Clerk of the Circuit Court where he is registered and must return it to the clerk not more than 30 days nor

less than three days before the election. The request must state the branch of service or employment.

Iowa—Applicant must request the absentee ballot by writing to the County Auditor of the county in which the applicant maintains his legal residence.

Kansas—Servicemen and civilians officially attached to and serving with the armed forces may use the Standard Form 76. Their dependents may obtain the required affidavit for application for ballot from the County Clerk of their home county.

Kentucky—Applicant should write to the County Court Clerk of the county in which he resides for an "Application for Absent Voter Ballot."

Louisiana—Application should be made by writing to the clerk of the district court of the parish in which he has legal residence and registration for an official ballot, except that in the Parish of Orleans he should apply to the civil sheriff of the parish.

Maine—Only servicemen may use the Form 76. Dependents and civilians attached to and serving with the

armed forces must apply in writing. The application should be sent to the clerk of the voter's residence.

Massachusetts—Form 76 should be sent to the city or town clerk of the voter's residence.

Michigan—Request should be made to the city or township clerk, who will send an application for the ballot. When this application is received by the clerk, he will forward the ballot if the voter is eligible and ballots have been printed.

Mississippi—Application must be made by affidavit within 10 days preceding the election. All applications for ballots must be made to the Circuit Clerk of the county of which the absentee is a citizen.

Missouri—Only members of the armed forces may use Form 76. All other qualified electors may vote by making applications by first class mail to the county clerk or the Board of Election Commissioners, for the official ballot of his voting precinct or an official application blank may be obtained from the above named officials.

Montana—Apply to the county

Joined Marines as Drummer at the Tender Age of 9

Go out to any recruit training center — Navy or Marine Corps — and you'll see some juvenile and downy-faced youngsters in uniform, but it isn't like it used to be. On 22 Mar 1847, one red-blooded American joined the Marines as a drummer at the age of nine.

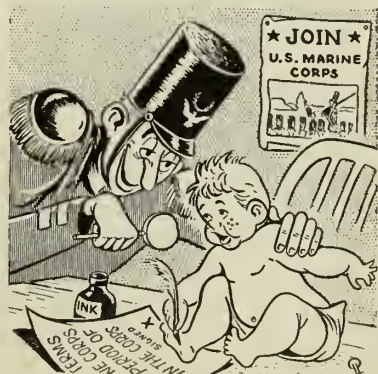
Edward W. Marks was the little leatherneck's name. His eyes were blue and his hair was light. Records also show that his complexion was fair, but they don't reveal his weight or height. Place of enlistment was Washington, D.C., and his occupation was given as "Boy Bound to Learn Music."

Enlistments were made for long terms in those times, and on the day he signed his name, young Marks could look forward to 12 straight years in the Corps — or thought he could. But we find that on 31 May 1853 he was discharged "for settlement of account." He was "bought out," as they used to say.

He didn't stay out, though. On

30 June 1854 he was a Marine once more. Four years later he was a civilian, and remained one for five years. He was discharged (honorably) on 21 July 1869 after seeing service in the Civil War, and stayed out this time. Total service added up to 14 years, 21 months and 15 days.

Did anyone ever join the Marines at a more tender age? It's hardly possible.



clerk of the county of residence for the official form of application to vote as absent elector.

Nebraska—Application must be in writing.

Nevada—Application should be made by mail or telegram to the county clerk of the county in which the voter's precinct is located for an official absent voter's ballot.

New York—No absentee voting in the primary. In the general election only members of the armed forces may vote by absentee ballot. In addition to standard Form 76, applicant may use the postcard application furnished by the Division of Servicemen's Voting or may write a letter containing the home and military addresses, provided it is signed by the serviceman.

North Carolina—Only members of the armed forces may vote by absentee ballot. Dependents and civilians outside the U. S. officially attached to and serving with the armed forces may make application through a member of the family at home or by special form provided by the County Chairman of Elections Board.

North Dakota—Mail all applications for absentee ballots to the County Auditor of the county where the applicant claims residence.

Rhode Island—The civilian absentee ballot must be used and mailed on election day, 7 Nov 1950. The Soldier War Ballot must be used on or before election day and returned to the Board of Elections on or before 4 Dec 1950.

South Dakota—Form 76 addressed to the County Auditor of the voter's county is sufficient if it contains his name, voting precinct, place of residence with street and number, when



"Did you whistle?"

he became a resident and a statement that he is a registered voter. Applicant must make an oath as to the truth of all statements.

Tennessee—Only servicemen may use Form 76. Dependents and civilians outside the U. S. officially attached to and serving with the armed forces should apply in writing to the Commissioner of Election of his county for absentee voting ballot and detailed information.

Texas—Servicemen must forward Form 76 to the county clerk of the county of residence. Dependents and civilians outside the U.S. officially attached to and serving with the armed forces should make application to the County Clerk of the county of residence with poll tax and 15 cents. Absentee voting must be done not more than 20 days nor less than three days prior to election date.

Vermont—Application for absentee ballot must be made entirely in the handwriting of the applicant and must state facts necessary to establish the right to make application in such manner. The application should be sent to the town of residence.

Virginia—Applicant should write to the Registrar of the precinct and county in Virginia in which he resides for an "Application for Ballot by Resident of County."

West Virginia—Application for absentee ballot should be sent to the Clerk of County Court in the county of the voter's residence.

Alaska—The applicant should apply to the U. S. Commissioner in the precinct of Alaska of which he is a bona fide resident.

Processing of Applications For NSLI Often Delayed By Errors and Omissions

Errors and omissions in applications for National Service Life Insurance are causing delay in processing, and seriously jeopardizing the interest of the applicants and their beneficiaries.

This was stated in a BuPers-BuMed-MarCorps joint letter, which listed the most commonly made errors in applications for new or additional insurance, conversion, or change of plan. The directive stated that the Veterans Administration has advised the following items should be carefully reviewed to insure accuracy, completeness, and legibility of applications and has noted some of the most frequent errors::

- Name of applicant—incorrect spelling.
- Date of birth—use of current year.
- Service information—date of entry into service and/or discharge from prior service not shown.
- Requested effective date—instructions on reverse side of application forms are not being followed.
- Allotment information—not registered to provide payment on an advance basis. Premium for total disability income provision not shown or registered.
- Endowment questions—not answered or incompletely answered.
- Signature of witness and applicant, and dating of application—omitted.
- Medical examination report—failure to answer questions individually as required, and not in groups; omission of dates covering treatment and periods of hospitalization; omission of the urinalysis report; failure of the examining physician to utilize the space furnished under the various items for "remarks" to describe any departure from normal; failure of the examining physician to furnish the present condition of the applicant where there is a record of some past illness or where he has recently been discharged from a hospital; failure to furnish adequate remarks on abnormalities; failure of applicant to sign statement regarding condition of health; failure of the examining physician to sign and



"Here's that three-man working party you wanted, chief."

date the application; failure to give complete answers to questions.

The VA also states that applications for change or designation of beneficiary, and change or selection of optional settlement, often contain the following inaccuracies: (1) Name of applicant misspelled; (2) Name of beneficiaries spelled differently than name of insured, but unexplained; (3) Designation of amount either in excess or short of the amount of insurance in force; (4) Signature of witness omitted.

Also pointed out was the fact that the effective date for the "total disability income provision" (TDIP) when added to an insurance policy already in force, will be the last prior premium due date. For example, if an application for TDIP is made 15 April and the premium due date of the insurance policy to which it is added is the first of the month, the total disability income provision will be effective 1 April. Allotment to pay TDIP premium must be established with first payment March. This can be done, as it is an exception to the general rule against retroactive allotments.

50 Electronics Companies Put in Organized Status

Fifty Naval Reserve electronics companies are being placed in organized status by the Navy.

Each company will have a personnel allowance of five officers and 50 enlisted personnel, including a minimum of 20 seamen. Each group will be commanded by a lieutenant commander or officer of lower rank, and will have at least one officer or petty officer second class or above qualified as instructor for each of the following four ratings: electronics technician, radioman, radarman and sonarman.

Twenty-four paid drills and two weeks' training duty with pay will be authorized each unit annually. District commandants are recommending to the Chief of Naval Personnel those companies which meet the minimum personnel requirements for authorized organized status. No organized electronics units will be allowed in locations where organized surface, submarine or air units are established.

Weather Maps and Comics Sent by Navy Radiophoto

All around was the Antarctic pack ice, and the mountains of Little America loomed up off the port bow. No mail had been received since the ships left Panama, and no mail would go out for another six weeks. But Joe Bilgekeel wanted to register an allotment. So he did.

A few hours later, the Bureau of Supplies and Accounts in Washington, D. C., had his standard allotment form—or an exact facsimile thereof—complete with signatures and certifications. The allotment was in effect as promptly as it would have been if Joe Bilgekeel had been serving at NOB Hampton Roads.

Carrier pigeon . . . ? Black magic . . . ?

No, although the process was more like the second-mentioned means of communication than like the first. The instrument by which Joe's allotment application was transmitted was a radiophoto-facsimile transceiver. Not many ships and stations have one, but some do—and a radiophoto-facsimile transceiver is quite an interesting device any way you look at it.

One of the latest and most valuable uses of the r.f.t. has been to transmit weather maps—both sending and receiving—for meteorologists at sea. Instead of a series of figures to be transposed into lines and figures, whole charts with the complete weather picture shown on them are received by radio. After the information on the weather chart is combined with other data supplied by the aerologists aboard ship, a reliable forecast of the next two or three days' weather can be made. Operations Norma-

mex, Portrex, Caribex and Demon III are among those in which the radiophoto-facsimile transceiver has been used in transmitting and receiving weather maps.

Although not too widely known in the Navy or out of it, radiophoto transmission isn't as new as one might think. The principles were established in 1842, by Alexander Bain, an English physicist. U. S. naval personnel investigated and tested some of the equipment of their time in the early 1920s. Navy radiophoto facilities were installed at Washington, D.C., San Francisco, Pearl Harbor and Guam in June 1944.

The first widespread recognition of Navy radiophoto activity came in February 1945, during the Iwo Jima campaign. The now-famous picture of the American flag-raising on the crest of Mt. Suribachi was flown to Guam and sent on to San Francisco by Navy radiophoto. It arrived in the States in time to be released along with the first news stories of the Iwo Jima operation. Later, photos of the Japanese surrender ceremonies were transmitted directly to San Francisco from Tokyo harbor, being distributed to state-side papers approximately four hours after the signing took place. Operation Crossroads was another event in which Navy radiophoto rushed photographs almost magically to the American public.

Weather maps and morale aids are among the newer applications of radiophoto facsimile transmission however. Three popular comic strips are regularly transmitted to ships in isolated locations, enabling ship or squadron papers to put Dagwood or Dick Tracy through their paces as promptly as continental U.S. papers.



Information of 'Sea Pay' and 'Saved Pay' Under the New Pay Law

Under the terms of the new pay law, naval personnel who are entitled to "saved pay," and who are drawing sea duty pay as well, are almost certain to lose money should they be transferred or go on temporary additional duty (TAD) for more than 30 days.

If a man in this pay situation is transferred to shore duty or goes on

TAD for more than 30 days, one of these things will happen:

- Either he will continue to draw saved pay, but lose his sea pay.

- Or, he will be switched over to the Career Compensation Act and draw "new" pay *including* sea duty pay (if the total amount which he can draw under new pay exceeds the total amount he could draw under

saved pay, less sea duty pay).

This is true because of a regulation concerning saved pay which states that there must be "no interruption" of sea pay credit for a man under saved pay to be able to continue to receive sea pay.

For example, take the case of Jacob Ladder, SN, USN. Jacob has been in the Navy less than two years, has a wife but no children.

When the new pay regulations went into effect, Jacob was aboard ship. He was therefore entitled to sea pay. He was also entitled to saved pay. His pay figured out this way: Base pay, \$90; family allowance (government's contribution), \$28; sea pay, \$18; total—\$136.

Jacob drew saved pay because that figure exceeded the amount for which he was eligible under "career pay." His career pay worked out like this: Basic pay, \$95.55; sea pay, \$9; total—\$104.55.

However, Jacob was then transferred ashore. Therefore, under the regulations, he lost sea duty pay. Shortly thereafter, he was ordered to sea once more. Ordinarily, he would immediately have drawn sea duty pay. But since the amount he could draw under saved pay *minus* sea pay—\$118—was still more than he could draw under career pay *plus* sea pay—\$104.55—Jacob continued to get saved pay, but without his former sea pay.

He will continue to draw saved pay in this manner until his career pay figure catches up to and passes his saved pay figure. Then he will begin to draw career pay.

One seaman on a cruiser lost entitlement to sea pay under saved pay when he was transferred to another cruiser with three days' travel time and four days' "proceed" time.

Another seaman, also drawing saved pay, lost it when he was transferred ashore for several days to be brought before a deck court.

The above regulation, however, does not affect the payment of sea pay during leave. A man drawing sea pay under saved pay may continue to draw sea pay during any authorized leave period (not exceeding the statutory limit) provided that he is not detached from sea duty at the same time.

Destroyer Gives Doctor Royal Welcome Back to Ship

On the watery highway between Pearl Harbor and Guam a "welcome home" concert was given in honor of Lieutenant (junior grade) Russell H. Lee, MC USN, by the crew members of USS *Mansfield* (DD 728).

The ceremonial occasion was the return of the "Doc" to the destroyer via breeches buoy from USS *De Haven* (DD 727). Although he had been gone only two days, everyone welcomed the genial doctor back on board like a long lost brother.

His absence resulted from an unfortunate accident on board *De Haven* when a fireman got his leg involved with a pump in the engineering space.

To his no doubt great surprise, he was welcomed back by the sincere efforts of two of *Mansfield's* musicians putting out with the music on an electric guitar and a clarinet, through a loudspeaker arrangement rigged up by Sherman L. Newton, EMFN, USN.

Then, as the "Doc" was heaved through the air between the two vessels, the band struck up "The Man On the Flying Trapeze."

As the doctor hit the deck the music changed to "Hail, Hail, the

Gang's All Here," "For He's a Jolly Good Fellow," and "Chattanooga Shoe Shine Boy" as he was escorted to the quarterdeck by the ship's executive officer.

There he was faced by J. H. Battle, GMC, USN, who after a brief oral citation, presented the doctor with the "*Mansfield* Legion of Merit"—a steel washer wrapped with a bow of red, white and blue ribbon—for meritorious and brave execution of duties in time of need.

No one was better fitted to make the presentation than Chief Battle, who during an exercise some months ago was transferred to a transport for an emergency operation—also via the "high line" route. He was almost over to the other vessel when one of the lines parted and the chief fell about a dozen feet into the side of the ship.

He was hastily pulled aboard and rushed to the sick bay, and due to quick and efficient treatment, was soon back on his own ship in good shape.

The mock ceremony was enjoyed by all hands and helped to relieve the monotony of a lengthy cruise.—Dennis M. Greene, ME2, USN.



Three Earn High Recognition For Rescue of Shipmate On DD Who Fell Overboard

For plunging into a strong harbor current to rescue a fellow shipmate, three men attached to USS *Leonard F. Mason* (DD 852) have earned the recognition of the Navy Department. The action occurred while the destroyer was at anchor in Zamboanga harbor, Mindanao, Philippines.

Navy and Marine Corps medals were awarded to Dawson Alexander, Jr., BM2, USN, and Hal Wilson, SA, USN. A third man, Bruce H. Simpson, SN, USN, was given a letter of appreciation by the Chief of Naval Personnel.

The man who fell overboard was Archie L. McCall, SN, USN. On deck at the time of hearing his call for help, Wilson peeled off his jumper and dived over the side. Reaching the struggling man, he attempted to swim back to the ladder or to a life ring which Alexander had thrown overboard. Unable to reach either in the strong current, Wilson managed to keep McCall afloat until help was received.

That aid came from Alexander. After throwing over the life ring and watching as Simpson joined the other two men in the water, Alex-

Rescue of Drowning Man Earns PO High Award

Howard M. Worley, EM3, USN, of the aircraft carrier USS *Leyte* (CV 32) has a new citation in his record and a Navy and Marine Corps Medal.

One night in Guantanamo Bay, Cuba, one of Worley's shipmates accidentally walked overboard and began floundering in the shark-infested water alongside. Ignoring the danger involved, Worley immediately jumped overboard to give assistance. And the danger was considerable, according to the citation—which mentions darkness and polluted water in addition to sharks.

Although in danger of being pulled under by the drowning man, Worley kept him afloat until a boat arrived and hauled them both aboard.

QUIZ ANSWERS

Quiz Aweigh is on page 7

1. (c) Jet tail pipe section.
2. (c) As an air duct cooler. This aviation machinist's mate is checking the symmetrical characteristics of an exhaust pipe shroud which acts as an air duct cooler and as an insulator against the jet's terrific heat.
3. President of U.S. is right answer, omitted inadvertently in preparing Quiz.
4. (b) The Secretary of Defense.
5. (a) Refrigerator ship. In this case it is USS *Adria* (AF 30).
6. (b) 15,000 tons. Small 'reefers,' such as *Adria*, weigh up to 7,000 tons loaded displacement. The medium sized ones tip the theoretical scales up to 14,000 tons loaded.

ander saw that Wilson was in danger of being pulled under by the frantic struggling of the victim and that Simpson was losing his strength in battling the strong current.

Alexander, quickly aware of the danger to all three men in the water, turned over the line he had been tending to another man on board and dived in. He managed to separate Wilson and McCall, and about that time the destroyer's whaleboat arrived to take Wilson on board.

But McCall, without Wilson's support, disappeared below the surface. Realizing this, Alexander took a quick surface dive, groping blindly in the water for the drowning man. Ten feet down he reached him, hauling him to the surface.

When McCall was safely in the whaleboat, Alexander climbed on board. By this time, Simpson, rapidly weakening in his struggle against the extremely strong current, was being swept past the stern of the destroyer.

Alexander then took the tiller of the whaleboat and expertly maneuvered it to the stern of the ship, enabling the crew to reach down and pull the last man on board.

Simpson in his letter of appreciation is given credit for quickly diving into waters known to be dangerous to attempt to rescue his shipmate. Wilson, in the citation for his Navy and Marine Corps Medal, is credited with keeping the victim afloat until help arrived. The citation of Alexander's award notes that he was instrumental in saving all three men from possible drowning.

Rescuer of Mother and Child From a Burning House Is Given SecNav Commendation

A Secretary of the Navy of Commendation with Commendation Ribbon has been awarded to William Joseph Meteraud, SO1, USN, who is now on duty at Cornell University in connection with Reserve officers' training.

In giving an account of the action which earned Meteraud his award, the citation which accompanied it goes back more than two years—to 23 Feb 1948. . . .

The scene is New Haven, Conn., and into the icy air rolls smoke and flames. A house is ablaze. At a third-floor window a woman appears with a two-year-old girl in her arms.

Quickly evaluating the situation, Meteraud climbed to a second-story porch. Balancing precariously on a narrow banister, he took the child as her mother handed her to him. After placing the child in a temporarily safe spot, he assisted the mother down to the second-story porch, from where all were able to escape safely.

High Award Earned By Heroic Swimmer

An MM2, USN, by the name of Wilfred A. Parent, Jr., now holds the Navy and Marine Corps Medal with permanent citation. He won it last spring while swimming in Subic Bay, Philippine Islands.

Although the water is warm in Subic Bay, a sailor swimming about 75 feet from the float on which Parent was resting was attacked by the cramps. Parent heard his cry for help and immediately dived into the water and swam to assist the distressed man. Although pulled under the water by the frightened victim, he succeeded in calming him and keeping him afloat until a motor whaleboat in the vicinity reached the scene.

Returning to another Navy man who had gone under water while attempting to assist the first victim and was tiring rapidly, Parent supported him until the boat crew assisted him into the boat.

Directive Covers Assignment of Regulars to Naval Reserve Activities

With the announcement that Regular Navy officers will be expected to spend at least two years during their career with the Naval Reserve, many officers are taking a closer look at the Reserve program and its effect on them.

Briefly, the Naval Reserve program is a widespread affair which involves "spare time sailors" who go to sea on Navy ships, fly some of the latest Navy planes and brush up on what's new in submarine warfare.

A Regular officer assigned to duty with the Reserves can expect certain advantages: in some cases he will get a command of his own at a relatively junior rank; often he will be faced with a big administrative job that will provide basic experience for later more difficult assignments; he will learn Navy public relations from the ground up; he

will become intimately acquainted with the Navy's training system; and he will have the satisfaction of bringing to a state of preparedness the nation's second line of defense.

To help Regular officers get a bird's-eye view of the Naval Reserve program, BuPers has issued Circ. Ltr. 79-50 (NDB, 30 May 1950) which states the Navy's policy toward the assignment of Regulars to Reserve activities.

"As the Naval Reserve program has been in effect only a relatively short time, it is conceivable that not all officers are aware of the magnitude, scope and importance of this vital component of the Navy," Vice Admiral John W. Roper, usn, Chief of Naval Personnel, states in this directive.

"During World War II, more than three and one-half million Reservists served in the Navy on active

duty. At the height of hostilities, approximately 85 per cent of the personnel in the Navy were Reservists. In any future emergency, Reservists will again form the bulk of the Navy's strength.

"Duty with the Reserve component constitutes a challenge of the highest order. Officers assigned to this duty have an unusual opportunity to meet the American public and to promote a better understanding of the Navy and its role in national defense.

"Demonstrated ability in leadership, administration and public relations will weigh heavily in the selection of officers for these desirable assignments," Vice Admiral Roper concludes.

Under the newer concept, men are trained, not for duty on one ship, but to be proficient at one rating, regardless of the station to which they are assigned. The new surface division consists of 200 enlisted men (in four to eight rating groups) and 15 officers. Each division's primary mission is to train its personnel in specific ratings — thus to provide a ready pool of proficient enlisted men for any emergency.

The new Naval Reserve has four broad components:

- *Organized Reserve* — This is the "drilling" reserve and is composed of men in the surface, submarine, air and special units. These units meet regularly at Naval Reserve training centers and naval air stations across the country. Men are paid for their participation, become eligible for retirement benefits and are expected to serve two weeks on training duty each year.

- *Volunteer Reserve* — The Volunteers make up the bulk of the Navy's Reservists. Many receive training on a voluntary, non-pay basis, meeting on the average two times a month in 2,000 authorized units. Other Volunteers keep up to date and earn retirement points by completing correspondence courses.

If a Reservist completes 20 years of satisfactory service, he becomes eligible to receive a non-disability retirement pension at age 60.

- *Merchant Marine Reserve* — This component is composed of Re-

Revised Reserve 1950 Selection Board Schedule

Because there are no new eligibles for promotion to the grade of lieutenant commander in the Naval Reserve in some of the Staff Corps categories, and only a few in others, the Bureau of Naval Personnel has revised the Naval Reserve selection board schedule for 1950.

In those cases where there are no new eligibles, the boards will be rescheduled for 1951, when a new increment of Reserve officers will have reached the promotion zone. This procedure is necessary because the number to be selected is arrived at through a computation

based on the number of officers being considered for the first time. In those Staff Corps categories where the number of Reserve officers eligible for the first time is very small, the boards have been combined with the boards considering officers for promotion to the grade of lieutenant, which will meet on 28 August.

The rescheduling of these boards will not adversely affect the Reserve officers' precedence if they are selected by the next scheduled board.

The new schedule follows:

For Promotion To	Class	Remarks
Captain	Line	Met 5 June
Captain and commander	All staff corps	Met 19 June
Commander	Line	Met 19 June
Lieutenant commander	Line	Met 24 July
Lieutenant commander	MC (men)	Meets 1951
Lieutenant commander	MC (women)	Meets 28 August
Lieutenant commander	MSC (men)	Meets 1951
Lieutenant commander	MSC (women)	Meets 28 August
Lieutenant commander	NC	Meets 1951
Lieutenant commander	SC (men)	Met 24 July
Lieutenant commander	SC (women)	Met 24 July
Lieutenant commander	CEC	Meets 1951
Lieutenant commander	CHC	Meets 1951
Lieutenant commander	DC	Meets 1951
Lieutenant	Line	Met 5 June
Lieutenant	All corps	Meets 28 August

servists who follow the sea as a profession, or who are engaged in seafaring business. One out of every seven of our finest merchant ships fly the Naval Reserve flag signifying that 50 per cent or more of her deck and engineer officers (including the master) are among the 15,000 members of this seagoing component.

- **Fleet Reserve** — The Fleet Reserve is an organization designed to provide an available reserve of ex-officers and ex-enlisted men of the Regular Navy who may be utilized without further training to fill billets requiring experienced personnel in the initial stages of a mobilization. This component is distinct from the others and is made up of personnel all of whom have put at least 16 years active service in the Navy.

It is with the first of these four components — the Organized Reserve — that Regular Navy officers will be primarily concerned. An officer may be assigned duty with the Organized Surface Reserve, the Organized Submarine Reserve or Naval Air Reserve, depending upon his speciality.

Surface

There are 707 organized surface divisions meeting at 316 Naval Reserve training centers located in major cities throughout the continental U. S. and in Honolulu, T. H. (ALL HANDS, May 1950, p. 22-24).

These training centers resemble a vocational school with their well-equipped shops, classrooms, mock-ups, cutaway models and other training equipment used for instruction. Attack teachers, CIC installations and other synthetic training devices are often used.

A Regular officer who gets duty with the surface component may be assigned to one of these three types of billet:

- **Naval district headquarters staff** — A captain, USN, serves as the district commandant's Assistant for Naval Reserve in the continental district headquarters. The captain has on his staff officers who are assigned such duties as planning, personnel, training, aviation, operations, supply, medical and others. It is their job to coordinate the activities in these fields of all units in the district.

- **Reserve training ship** — Here the junior officer has an excellent

SONGS OF THE SEA



Reuben Ranzo

*Oh, Ranzo was no sailor,
Sa he shipped abaard o whaler.*

*Oh, Ranzo was na beauty,
He couldn't da his duty.*

*Sa they took him to the gangway,
And gave him five-and-thirty.*

*And that was the end of Ranzo,
Oh, poor old Reuben Ranzo.*

—Old Sea Chanty.

opportunity to be assigned a command before he normally could expect one in the operating fleet.

Over 100 vessels, including nine destroyers, 18 destroyer escorts, 18 PCE-type, eight PC-type, 13 AMS-type and a number of smaller ships are used as training ships. The commanding officer of a DD or a DE, for example, is usually a lieutenant commander; the executive officer of a DD a lieutenant; the executive officer of a DE and commanding officer of a PCE, a lieutenant (junior grade). These ships operate on a regular schedule, taking groups of Reservists for two weeks of training at sea.

- **Inspector-Instructor** — An officer who is assigned as an inspector-instructor has a dual job. He must assist Reserve unit commanders in training their men, and he must keep his district commandant continually informed on the state of training of the units for which he is responsible.

The inspector-instructor has many of the responsibilities of an independent command. In many loca-

tions, he is the only naval officer on duty. Therefore, he represents the U. S. Navy to local citizens.

In addition, the morale and success of the training units in the area are largely the result of the public relations ability of the inspector-instructor. On occasion, he must speak before the public, must meet the press, give talks on the radio or television and attend dinners — each occasion presenting an opportunity for him to tell the Navy story and again support the Reserve program.

To get an idea of the number of instructor-inspector billets to be found in the naval districts, one of which may be right in your own hometown, take a look at Circ. Ltr. 79-50.

Air

Training for Reserve airmen is conducted at 21 Naval Reserve air stations and six Naval Reserve air training units. At present, these "Weekend Warriors" stand ready to provide more than 50 aircraft carriers in the "zipper fleet."

To do it, the Naval Air Reserve operates 29 patrol squadrons, 26 transport squadrons, 57 service squadrons and five blimp squadrons. The organized aviation program is directly under the Chief of Naval Air Reserve Training who has his headquarters at Glenview, Ill.

Instead of an inspector-instructor as in the surface organization, each air station used by the Reserves has as either its commanding officer or executive officer a Regular Navy aviator.

Submarine

Junior officers of the Regular Navy also have the chance to be named officer-in-charge of one of 26 special training submarines used to train Reserve submariners. Although these subs do not leave their berths, command of one of these ships (usually assigned to a lieutenant junior grade) provides a practical opportunity for experience in a fleet-type submarine.

But no matter to what branch of the far-flung Naval Reserve the Regular officer is assigned for duty, he will soon realize that the Reserve is an integral part of the naval establishment as a whole.

In administration and training, the entire Reserve component fits closely to similar concepts in the Regular service.

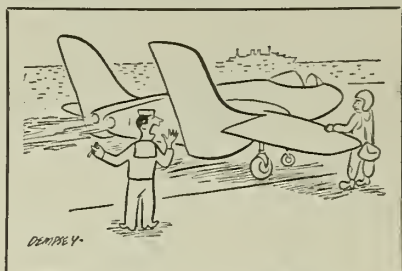
Here's a Roundup of Current Legislation of Interest to Naval Personnel

Many bills of interest to naval personnel are in various stages of consideration by Congress. Legislative action taken on these bills is given in the following summary.

To check back into previous action on bills which have been before Congress for more than a month, consult previous issues of *ALL HANDS*. The last summary of legislation appeared in the July issue, p. 54.

Administering Oaths — H. R. 6171: Passed by Congress and signed by the President, now Public Law 521; to authorize commissioned officers of the Army, Navy, Marine Corps and Air Force to administer the oath required for the enlistment of any person, the oath required for the appointment of any person to commissioned or warrant officer grade, or any other oath required by law in connection with the appointment or enlistment of any person.

Commerce Duty — S. 3806: Introduced; to authorize the detail of officers of the armed forces to any duty or position with the Department of Commerce in connection with the work of promoting civil aviation. (Provides for a maximum of four officers at any one time for a tour of duty with the Commerce Department of up to three years each. The bill would amend a 1926 law which allowed for the assign-



"Mind if I bum a light?"

ment of Army Air Corps officers to Commerce for promoting civil aviation.)

P. O. W. Survey — H. R. 8848: Introduced; to provide for a study of the mental and physical effects of malnutrition and starvation suffered by prisoners of war and civilian internees during World War II. (Included among the points to be determined as proposed in this bill are the life expectancy of P. O. W.s, whether there is evidence to sustain a conclusive presumption of service connection in favor of former P. O. W.s for purposes of hospitalization in VA facilities, and standards to be applied for evaluating claims based on mental and physical effects of conditions of their imprisonment, if such claims are later made compensable.)

Housing Construction — H. R. 8645: Introduced; to authorize and

expedite the construction of family quarters needed at permanent military installations by authorizing the secretaries of the military departments to contract for the construction of family quarters and to apply the occupants' basic allowances for quarters to the payment of the cost of construction, provided that no monthly payment for any unit shall be less than \$75. (Under this proposal, the large amounts of money spent annually for service housing in the form of rental allowances would be integrated into a multi-billion 10-year construction program that would benefit inadequately housed service families and give government title to substantially constructed quarters.)

Survivors' Benefits — H. R. 8035: Hearings commenced by House Armed Services subcommittee; to set up a contributory plan for the payment of benefits to widows and orphans of service personnel. (Under this plan monthly deductions would be made from the pay of active duty personnel ranging from 50 cents a month for the lowest three enlisted pay grades to \$12 a month for the top commissioned grade [higher for those receiving incentive pay]. If the serviceman should die on active duty, payments would be made to his legal survivors based on the amount of his active duty pay. Thus the widow of a seaman would receive about \$300 a year, with \$300 additional for each minor child up to a limit of \$900 additional for three or more children. The widow of a rear admiral of the upper half with 30 years' service would receive \$4,297 annually plus benefits for minor children. For those in the service at the time the bill is enacted, participation would be voluntary. Those who enter after passage of the proposal would be considered to have consented to the plan. Testimony by Admiral William M. Fechteler, USN, CinCLant, revealed that a poll of 1,611 Atlantic Fleet personnel showed 72 per cent signifying their willingness to have deductions made for survivors' benefits. Of the other 28 per cent who did not want the deductions, 83 per cent were single and under 21 years of age.)

HOW DID IT START

Origin of the Sea

The mystery of the sea has stimulated the imagination and superstitions of man since he first watched this marvel of creation. Generally, ancient people believed that the sea had existed from the beginning of time.

According to beliefs held by some primitive men, the sea was the daughter of the gods, since it was just a matter of common sense, of course, that all things created had to have mothers.

But still others felt the sea was not a mere daughter but a divinity in her own right. This no doubt explains why so many of the early peoples worshipped the sea.

The Scandinavians explained the origin of the sea this way: in the beginning there was no sea, no anything, only a large dreadful abyss. Then one day the giant Ymer was killed. His body made the earth, his bones



the land and his blood the water.

Such legends are almost boundless among the early nations.

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs, Navacts, and BuPers Circular Letters, not as a basis for action. Personnel interested in specific directives should consult Alnav, Navact and BuPers Circular Letter files for complete details before taking any action.

Alnavs apply to all Navy and Marine Corps commands; Navacts apply to all Navy commands; and BuPers Circular Letters apply to all ships and stations.

Alnavs

No. 51 — Announces designation of John T. Koehler, Assistant Sec-Nav, as acting chairman, Federal Maritime Board.

No. 52 — Concerns retroactive saved pay adjustments involving reinstatement of family allowance.

No. 53 — Outlines revised administrative fiscal structure for pay and allowances of naval personnel.

No. 54 — Contains information on pay records.

No. 55 — Corrects BuSandA Ltr. S-9 on sale of petroleum.

No. 56 — Directs forwarding of receipt of requests for BuShips electronic equipment.

No. 57 — Contains interim instructions governing the furnishing of clothing in kind and payment of cash in lieu thereof pending new regulations.

BuPers Circular Letters

No. 81 — Contains information on civil readjustment.

No. 82 — Announces awarding of petty officer appointment form DD 216N.

No. 83 — Revises regulations for enlisted personnel embarked on military transports with their dependents.

No. 84 — Concerns entries into records of all personnel of statements regarding a person's race.

No. 85 — Gives information on travel orders issued to enlisted personnel.

No. 86 — Reviews obligations of Reserve officers commissioned under Public Law 729, 79th Congress.

No. 87 — Lists addenda to Register of Commissioned and Warrant Officers of the United States Navy and Marine Corps.

No. 88 — Concerns separation of

aliens within the U. S. or its territories or possessions.

No. 89 — Recommends liberal leave policy for certain personnel to attend Fleet Reserve Association convention.

No. 90 — Establishes eligibility of personnel for travel in MSTs vessels.

No. 91 — Concerns Naval Academy graduation leave.

No. 92 — Outlines destruction methods for obsolete training films.

No. 93 — Announces billets available for officers to take linguistic courses at U. S. Naval School (Naval Intelligence).

No. 94 — Gives information on claims for unused leave.

No. 95 — Lists new training films available.

No. 96 — Gives notice of changes in Navy Personnel Accounting System.

No. 97 — Concerns scholarships to Admiral Farragut Academy.

No. 98 — Announces consolidation of fire controlman and fire control technician into one rating.

No. 99 — Gives deadline dates by which NACP Reserve officers must commence and complete educational benefits.

No. 100 — Concerns promotion of officers of the Navy.

No. 101 — Gives additional instructions for shore duty survey.

No. 102 — Gives information concerning enlisted service record.

No. 103 — Clarifies policies concerning ensigns commissioned from NROTC units.

No. 104 — Concerns registration numbers for vehicles purchased with ship or station non-appropriated funds.

No. 105 — In regard effective date of disability provision of National Service Life Insurance.

No. 106 — Contains brief of certain portions of Officer Personnel Act of 1947, as amended.

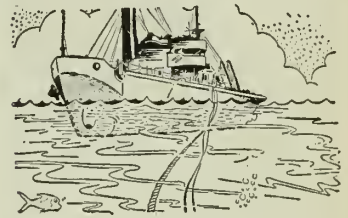
No. 107 — Concerns authority to issue permanent change-of-duty orders to officers.

No. 108 — Lists temporary appointment of certain officers to grades from commander to lieutenant (junior grade).

No. 109 — Contains regulations for issuance of temporary flight orders to enlisted personnel.

No. 110 — Concerns declassification of a naval justice publication.

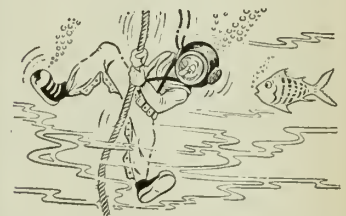
As submarine designs are altered and improved, the underseas craft perform peacetime maneuvers and drills submerged in deeper water than before. As a result, deep sea divers



assigned to the Navy's submarine rescue vessels must constantly improve their equipment and skills. They should be able to reach a disabled submarine on the sea floor at any point where routine peacetime operations are held.

★ ★ ★

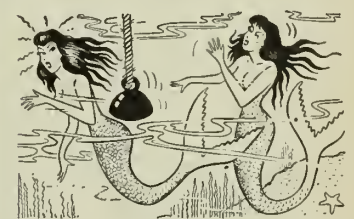
While submarine crews are protected from high pressures by the rigid hull of the ship, divers are not. They breathe air which is equal in pressure with the sea water at what-



ever depth they may be. At depths around 300 feet and beyond, ordinary compressed air becomes too "rich" for the human body to use. A mixture of helium and oxygen has been developed for use in its place.

★ ★ ★

With the oxy-helium mixture for breathing, the Navy's divers are reaching increasing depths. In 1949 a new diving record of 500 feet was set in the open sea, and even greater



"depths" have since been reached in an indoor tank with air pressure trapped above the water. Because of rapid heat loss, divers use electrically heated underwear when making deep dives with the oxy-helium mixture.

BOOKS:

BIOGRAPHICAL NOVEL HEADS MONTH'S LIST

• *A Game For Empires*, by Pearl Frye; Little, Brown and Company.

It was a cold, stormy evening in December 1792. On his way home, coming with the gale from the sea, was a slender, almost frail-looking young naval captain, the son of the village rector. There was a reedlike tenacity in his step as he blew before the North Sea storm. Suddenly he pivoted in his track and made for the shelter of the local alehouse.

This was Horatio Nelson, lately returned from Nicaragua and the West Indies—fever-ridden and in bad graces with the Admiralty, doomed to retirement at 34 on a captain's meager half pay. While swallowing his ale he learned of something else which made the picture look no brighter; the increasing activity of revolutionary persons in England.

But then, before two months had passed, something happened that made the heart of Nelson, the born leader, leap up with joy—but drop a little at the same time, in sorrow. It happened like this:

During the first days of February, 1793, a black-bordered newspaper finally reached Burnham Thorpe. Captain Nelson was the first, as always, to unfold it. "Fanny!" And as his wife rushed into the study, he caught her up in his arms. "They have guillotined King Louis XVI!"

"Oh, no—" Fanny's hand went to her own throat. "Oh, stop smiling, Horace!"

"I'm not smiling! I'm shocked—I'm grieved." But he was smiling.

Anchorage YMCA Begins Work on New Building

Servicemen stationed in Alaska will soon have a new "home away from home" in Anchorage where the YMCA last month began construction of a new building.

The Anchorage YMCA will have dormitories, a recreation room, snack bar, dining room, game room, reading and lounge rooms and a gift shop—all for the benefit of members of the armed forces and their dependents. Cost of the new building is estimated at \$300,000.

"I'm going to London. It's—I'm going to get a ship!"

This is a detailed biographical novel of the young Captain Nelson and his tortuous progress to recognition as a naval genius. It's a book that those who rejoice in accounts of naval engagements, tactics and strategy will find absorbingly interesting.

A Game For Empires takes Nelson from his restless days "on the beach" and carries him through all the tumultuous days of the French Revolution. We follow Captain Nelson, skipper of the Third Rate battleship *Agamemnon* under Lord Hood, through the Mediterranean engagement—Toulon, Corsica, Calvi, St. Vincent, Tenerife and the Battle of the Nile. We see him lose an eye, lose a leg, fail at Tenerife, suffer criticism and doubt.

At the end we find Captain Nelson a fully realized man — an ambitious, rebellious, oddly shy naval genius who was always eager to share the slender sheaf of glory that came his way while he was alive. If you like historical fiction, you'll like *A Game For Empires*. Watch for it. It may not reach your ship or station quite as soon as this review does.

★ ★ ★

• *A Texas Cowboy*, by Charles Siringo, William Sloane Associates, Inc.

Here is an old, old timer back to see us with a new sombrero and a fresh cayuse. *A Texas Cowboy*, the autobiography of a man who was quite an *hombre* in his time, first saw the light of day back in 1885. And then, the man who wrote it—Charles Siringo, of course—described himself as "an old stove-up cow puncher." So the era covered in the book goes back quite a spell.

This is probably the most famous of all the great classics of the old West. From this book stems most of the western writing of the past 40 years. The story ranges from Texas to St. Louis to California—back and forth and criss-cross. There was the business of getting the know-how of life in the cattle lands as a hired hand, the varied experiences of an

amateur. But before the end, Siringo was an expert in range crafts, a buffalo hunter, and intimate of the half-wild Indians.

Siringo writes, unsentimentally and in detail, of the life of a cowboy in lonely rides, on the hunt for a job, restless and rugged, but doing what he wanted to do. There is a terrific introduction by J. Frank Dobie, one of the best-known western writers of today. The title page and numerous line drawings are by Tom Lea, who wrote and illustrated *The Brave Bulls*. (See *ALL HANDS*, April 1949, p. 58.)

There is no way of knowing how many hundred thousand copies of this book's various editions have been sold and read, through the past four decades and more, but the number runs 'way up. It's honest, unpretentious and, consequently, as fresh as it must have been when the first copy of the first edition was first read. By the author of *Fifteen Years on the Hurricane Deck of a Spanish Pony*.

★ ★ ★

• *Elephant Bill*, by Lieutenant Colonel J. H. Williams; Doubleday and Company, Inc.

After World War I, Colonel James H. Williams went to Burma. There he was employed as forest manager for the Bombay-Burma Trading Corporation for 22 years. And for three years he was with the British Army during the Burma campaign, directing the work of the elephants.

Lieutenant Colonel Williams has turned out a book about elephants — not the kind that perform in circuses, but the kind that work in the Burmese teak forests. Before the last war, 6,000 such elephants worked in those forests, hauling huge logs through terrain that no machine could traverse. And during the war many of them did heroic jobs in bridge construction road building and transportation. Included in *Elephant Bill* is a vivid description of a harrowing trek of 45 elephants on a march over trackless 6,000 foot mountains to India—a feat such as Hannibal performed in the Alps, and such as nobody else ever performed anywhere.

★ ★ ★

Each month, dozens of new books come through the BuPers library. The best in all fields are purchased in varying numbers for ship and station libraries.

A detailed black and white illustration of a group of sailors standing on the deck of a sailing ship. The sailors are dressed in period-appropriate uniforms, including hats and breeches. The ship's complex rigging, with numerous ropes and masts, is visible in the background, creating a sense of depth and scale. The scene is set on a wooden deck, and the overall atmosphere is one of historical authenticity.

ALL HANDS BOOK SUPPLEMENT

INCIDENT AT ALGIERS

MEDITERRANEAN: 1800

From the rare book "A Narrative of the Adventures, Sufferings and Privations of Samuel Patterson" comes this tale of early naval policy in the Mediterranean.

INCIDENT AT ALGIERS

Tall, powerful Captain William Bainbridge, USN, had another attribute to go with his commanding figure: a personality based on strong will, pleasing disposition and remarkable tact.

It was his tact that helped the United States through a very humble period in its history. In the final analysis, the captain by himself won more respect from foreigners than the ship he commanded or the nation he represented.

For in the Mediterranean in the year 1800, the stock of the infant republic, in the eyes of the Barbary peoples, was at zero. Were not the Americans buying off Algerian pirate ships with a tribute of \$21,600 each year to the Dey of Algiers? Had not the Americans cried for mercy on their merchant shipping, purchasing "peace" with \$642,500 in specie? Were not Tripoli, Tunis and Morocco, as well as Algiers, all collecting from the weak Americans?

It was all incredibly true: here was the beginning of an era which historians were later to name "National Retrenchment and Passive Coast Defense, 1800-1812." During this time, the United States cut officer personnel to nine captains and 36 lieutenants, cut naval expenditures to \$915,000, founded a "navy" of 50-foot gunboats, and toyed with the idea of removing all naval vessels from the water for laying up under a huge covered dock near the nation's capital.

For, the nation's leaders believed, a sea-going Navy was unnecessary. Two hundred gunboats, each armed with one or two cannon and costing only a few thousand dollars each, could protect the American coastline from Maine to Louisiana—and all but six or eight of them could be laid up in peacetime. As President Jefferson put it, this force was "solely for defensive purposes. . . ." It was not supposed to protect "our commerce in the open seas—even on our own coasts." Accordingly, by the end of 1807, the sea-going Navy was down to two frigates and four smaller craft.

The results piled up slowly. Americans at one time filled pirate prisons in the Mediterranean, imports from war-torn Europe dipped to a mere trickle, seamen were forcibly removed from American ships for impressment into the service of foreign powers. When, in 1807, the British warship *Leopard* attacked the U. S. frigate *Chesapeake* off Norfolk and impressed seamen, the United States met the crisis characteristically—by declaring an embargo prohibiting merchantmen from carrying cargo to foreign ports! "Keep our ships out of trouble," they said, "by keeping them at home."

Largely through such actions, that which they strove to avoid—

international dispute—thus became inevitable. When war came, in 1812, the few bright spots of glory the U. S. could claim were won at sea—by frigates and privateers. And the largest action involving the gunboats took place in the Chesapeake, where the British swept through to burn the nation's capitol and lay siege to Baltimore.

How much humility and disrespect the United States was ready to swallow to avoid dispute is here recorded by Samuel Patterson, mizzen topman of the frigate *George Washington* in 1800-1801. Captain Bainbridge was a good choice to make the best of a bad situation.

BEING out of employ, in June, 1800, at Providence, unknown to my parents, I entered for the frigate *George Washington*, at eight dollars a month, and the next morning was sent in a packet to Newport, where the vessel was then lying, commanded by Lieutenant W. Jacobs. On my arrival there I went on board of the ship, and after a few days sailed for Philadelphia, where the heroic Captain William Bainbridge, Esq. took the command of the frigate, and Mr. Jacobs was the first lieutenant. Here we took on board a cargo of specie and a variety of other articles, for a tribute to the Dey of Algiers.

On the 8th day of August, we weighed anchor and made sail for sea, and without any thing especially worthy of notice, on the 7th of September came to anchor in the bay of Gibraltar. The next day we fired a salute of fifteen guns, which was answered by an equal number from the shore.

We then weighed anchor and made sail for Algiers, and on the 17th, off the harbour, the American consul came on board and took us into port, where we safely moored to the moles. The castle fired a salute of 21 guns, and in answer we returned the same number, and were apparently gladly received by the Dey, who immediately attended to unloading the ship. Captain Bainbridge was treated with every attention by the Dey, who presented him with an elegant Turkish sword.

We lay here until the 9th of October, when we were big with the expectation of returning to the land of liberty, the U. S. of America, and had every thing prepared for the voyage, our poultry excepted, and that in part was ready to be brought on board. In this instant of anticipated pleasure, friendly appearances vanished, and the Dey made a most unexpected and extraordinary demand, that *George Washington* should carry his ambassador with presents to the grand seignior at Constantinople. This demand was made under pretence of one of the stipu-



CAPT. BAINBRIDGE—His tact and courage won high honors for himself and his country.

lations in our treaty with Algiers, by which it is declared, that "should the Dey want to freight any American vessel that may be in the regency of Turkey, said vessel not being engaged, in consequence of the friendship subsisting between the two nations, he expects to have the preference given him on his paying the same freight offered by any other nation."

Against this requisition Captain Bainbridge and the American consul, Mr. O'Brien, remonstrated warmly and strenuously. It was evident, they said, that this stipulation could apply only to merchants' ships, not to national vessels, charged by their own government with specific employments . . . that Captain Bainbridge had received positive instructions for his voyage, from which he dared not and would not deviate, and that there were other ships in the harbour which would answer the purpose equally well.

The Dey, however, persisted in his demand and left Captain Bainbridge only a choice of great difficulties and embarrassments. On the one hand, an ambassador with a retinue of two hundred Turks as passengers and presents to the amount of five or six hundred thousand dollars, were to be forced on board the frigate and carried to Constantinople, at the entire risk of the United States. If in the new and dangerous navigation to that place accidents happened to the Dey's property, the United States would be held responsible to indemnify him. If any cruisers of the Portuguese, Neapolitans, or other powers at war with Algiers should meet *George Washington* and capture her, still the United States would be bound to reimburse the loss; and the American vessels in the Mediterranean would be instantly seized by the Algerines as a security for it.

Should he be more fortunate and beat off these enemies, they might consider this cover of Algerine property as a violation of neutrality and think themselves justified in retaliating on the defenceless commerce of the United States in the Mediterranean. Besides which, he would deviate from his orders by undertaking, for six months, a voyage not sanctioned by his government. On the other hand, refusal to comply would occasion the detention of the frigate, which was now in the power of the Dey, and be followed by an immediate declaration of war against the United States, for this alleged breach of the treaty, and a seizure of all American vessels in the Mediterranean.

In this situation Captain Bainbridge opposed the Dey as long and as vigorously as possible. The Dey promised that if a Swedish frigate, which was then expected, arrived, he would take her in place of *George Washington*. But she did not come. A British twenty-four gun ship arrived and offered to carry the presents. This, however, the Dey refused, because he would not be under obligations to England; and at last, exasperated by opposition, he sent for Captain Bainbridge and the consul and peremptorily demanded that the frigate should go to Constantinople, threatening, in case of refusal, to make slaves of all the Americans in Algiers, to detain the frigate, and send out his cruisers against the defenceless trade of the United States. The liberty of his countrymen and the safety of the American commerce decided Captain Bainbridge at last to smother his indignation at this unpleasant and humiliating service, and he consented to receive the Algerine ambassador.

Another difference arose about the flag; Captain Bain-

bridge declared that the frigate should carry her own colours, but the Dey insisted that the flag of Algiers should be worn during the voyage. It was vain to resist, however mortifying it was to obey, and some tears fell at this specimen of national humility.

2

We sailed from Algiers on the 19th of October. The winds were unfavourable, the weather bad, and the society of the Turks not calculated to console the officers for these inconveniences; but they submitted with as good grace as possible to a humiliation which they deemed necessary for their country's service. The frigate anchored at the lower end of Constantinople in twenty-three days from her departure, and the next morning, the 12th of November, the American flag was hoisted at the mizen, the Algerine at the main, where ours should have been.

Soon after three officers in succession were sent on board by the grand seignior of Turkey to inquire what ship that was and what colours she had hoisted. They were told that it was an American frigate and an American flag. They said they did not know any such country. Captain Bainbridge then explained that America was the New World, by which name they had some idea of the country.

After these inquiries the frigate came into the harbour, saluted the grand seignior's palace with twenty-one guns, and proceeded to unload the Algerine cargo. The ambassador was not permitted to have his audience before the arrival of the capudan pacha, or high admiral from Egypt, and it was necessary for the frigate to wait the result. Captain Bainbridge endeavoured to employ the interval in giving to the Turkish government a favorable impression of a country, of which his ship and crew were the only specimens they had ever had an opportunity of seeing.

At this time an embassy to Constantinople was projected, and William L. Smith, Esq. then minister of the United States in Portugal, was designated as our ambassador. It was therefore desirable that his arrival should be preceded by as advantageous an opinion as possible of his country. How well Captain Bainbridge succeeded in making these impressions we may learn from the unsuspicious testimony of a distinguished traveller, Mr. Clarke, who was then at Constantinople, and with whom Captain Bainbridge contracted a friendly intimacy.

Mr. Clarke observes: "The arrival of an American frigate for the first time at Constantinople caused considerable sensation, not only among the Turks but also throughout the whole diplomatic corps stationed in the area. This ship, commanded by Captain Bainbridge, came from Algiers with a letter and presents from the Dey to the sultan and capudan pacha. The presents consisted of tigers and other animals sent with a view to conciliate the Turkish government whom the Dey had offended. When she came to an anchor and a message went to the porte that an American frigate was in the harbour, the Turks were altogether unable to comprehend where the country was situated whose flag they had to salute. A great deal of time was therefore lost in settling this important point and considering how to receive the stranger. In the meantime, we went on board to visit the captain and were sitting with him in the cabin, when a messenger came from the Turkish government to ask whether America was not otherwise called the New World, and being answered in

INCIDENT AT ALGIERS

the affirmative, assured the captain that he was welcome and would be treated with the utmost cordiality and respect. The messengers from the Dey were then ordered on board the capudan pacha's ship, who, receiving the letter from their sovereign with great rage, first spat and then stamped upon it. He told them to go back to their master and inform him that he would be served after the same manner, whenever the Turkish admiral met him. The fine order of the American ship and the healthy state of her crew, became topics of general conversation and the different ministers strove who should receive Captain Bainbridge in their palace. We accompanied him to his long boat to the Black Sea, as he was desirous of hoisting there, for the first time, the American flag. Upon his return we were amused with a very singular entertainment at his table during dinner. Upon the four corners were as many decanters containing fresh water from as many quarters of the globe. The natives of Europe, Asia, Africa, and America sat down together at the same table and were regaled with flesh, fruit, bread, and other viands; while, of every article, a sample from each quarter of the globe was presented at the same time. The means of accomplishing this are easily explained, by his having touched at Algiers in his passage from America, and being at anchor so near the shores both of Europe and Asia."

3

On the arrival of the capudan pacha, the unfortunate Algerine ambassador was denied an audience, and both his letters and presents refused, on account of the many depredations committed by Algiers on the commerce of Austria and other nations friendly to the Turkish port, and also for having made peace with France without consulting the grand seignior. The ambassador and his suite were not suffered to leave their houses, the Dey of Algiers was ordered to declare war against France, and sixty days allowed to receive in Constantinople the account of his compliance, on pain of immediate war between Turkey and Algiers.

Captain Bainbridge was, however, received by the capudan pacha with distinguished politeness. He took the frigate under his immediate protection, requested Captain Bainbridge to haul down the Algerine flag and carry the American; and being fond of ship-building and naval affairs, conceived from the seaman-like conduct of the officers and the state of the frigate a high idea of our marine character. These attentions were peculiarly grateful, as this officer was related by marriage to the grand seignior, and supposed to possess great influence in public affairs.

He afterwards addressed a friendly letter to Mr. Smith, the expected ambassador, and the two countries might have formed a commercial treaty under very favourable auspices: but the mission to Constantinople was afterwards discountenanced by our government. The different diplomatic characters at Constantinople paid to Captain Bainbridge very marked civilities . . . more particularly Lord Elgin, the British, and Baron de Hubsch, the Danish ambassador. Every thing being at length arranged, *George Washington* sailed from Constantinople in the month of December, carrying the Turkish ambassador's secretary back to Algiers with an account of the unfortunate result of the embassy.

This voyage to Constantinople, though irksome, was ultimately the means of acquiring much honour to the United States, and might have been rendered highly serviceable. Fortunately for us, *George Washington* arrived suddenly before Constantinople, which no Christian vessel was permitted to do, the laws of the port requiring that all foreign vessels should wait 120 miles below the city in order to obtain leave to come up; and as the American flag and nation were then unknown and the ministers of foreign powers would of course have been unwilling to see a young adventurous people admitted to share the advantages of a trade, which they were enjoying exclusively, the probability is that the frigate never would have reached Constantinople. Arriving, however, as she did, a fine ship with an excellent crew in the best discipline, she gave the Turks a high idea of the naval character of the United States.

After landing some Turks at Malta, as a favour to the capudan pacha, Captain Bainbridge arrived off Algiers on the 21st of January 1801. Warned by his past misfortune, he did not venture his frigate within reach of the fort, but sent the ambassador's secretary on shore in a boat, although the Dey desired that he would come into port to discharge some guns belonging to Algiers, which he had taken in there as ballast for the voyage to Constantinople.

The Dey, however, insisted, and Captain Bainbridge fearful of the consequences to the unprotected commerce of the United States, again ventured within the Dey's power, delivered the old guns and took other ballast. The Algerian tyrant was now so effectually humbled by the orders of the grand seignior that he instantly released four hundred prisoners who had been taken with British and Austrian passports, and declared war against France. Finding too, that Captain Bainbridge was on friendly terms with the capudan pacha, his menaces softened into great mildness. After having been thus instrumental in the release of so many prisoners, Captain Bainbridge was now enabled to serve the interests of humanity in another way. On the declaration of war with France, the consul and all the French subjects, then in Algiers, were ordered to leave the country in forty-eight hours, and as their longer stay would have exposed them to captivity, they were all taken on board of *George Washington*.

On the 31st of January we made sail from the harbour of Algiers, touched at Alicante, Spain, landed our passengers, and sailed for America. On the 14th of April we experienced a violent gale, but received no essential injury. Much praise is due to the skill of Captain Hallowell, the then sailing-master. And, in the latter part of April we arrived at Philadelphia, in the happiest of all countries, the United States of America. At this place I was discharged, with others, from the ship, and being but a boy, with no one to control me, I roved about with the sailor boys until my money was all gone.

4

Being moneyless and out of employ, I went in search of a ship to enter again for a voyage. And on finding a merchant brig bound for Jamaica, I engaged for twelve dollars a month. We set sail, but being out three days, sprung a leak, and returned to Philadelphia in distress. The hands not thinking the vessel sea-worthy, all ran away from it, I also among the others.

But being destitute of money and not knowing what to do, I went down to the rendezvous in Spruce street, in

order to enter on board of the frigate *Philadelphia*, when to my great surprise, constables came in at each door and clapped their hands on my shoulders, telling me I was their prisoner, and immediately took me off and committed me to jail for deserting the Jamaica merchantman.

After being locked up a few hours in the cell, Lieutenant Gordon came and released me, on condition that I should enter on board the frigate *George Washington*. He paid all charges, and I went with him on board the ship.

We sailed again for Algiers, and I was stationed in the mizen top to do my duty, and also to attend on Lieutenant Gordon in the ward-room. After eighteen days' passage we arrived safe at Gibraltar, where we procured provisions and water, and then renewed our voyage for Algiers.

We touched at Malaga and after a short passage arrived at Algiers. The Dey appeared to receive us with great pleasure. That this should have been the case, was nothing strange, for we carried another tribute. The Dey sent his slaves on board, and we delivered the present.

While lying at this place one morning while all the top-men were employed bending a new suit of top-sails, I was in the galley attending the officers' boiling kettle, and a cat much prized by them came mischievously along close by where I was. I, an inconsiderate boy, having some black walnut shells in my pocket, from a motive perhaps no better than roguery, put some pitch in them and after warming them by fire, fixed her feet in them. She ran trotting down into the ward-room, and I went up into the mizen top.

Lieutenant Gordon soon inquired, "Who put the shells on the cat's feet?"

A boy replied, "Sam Patterson!"

Gordon then procured a piece of rattling stuff, came up on the gang-way, hailed the mizen top, and ordered me to come down. I obeyed but went trembling in my shoes, well knowing what the matter was. He then asked me what I put the shells on the cat's feet for? But my fear prevented an answer, and he ordered me to pull off my jacket, but that I really felt unwilling to do.

My jacket was naturally striped perpendicularly, but Gordon now with his rattling stuff laid on about forty stripes the other way, and changed it immediately into a checkered one, saying, "Now go and shoe another cat, you have received your pay for this."

5

We lay here about three weeks, in which time the frigate *President* arrived off the harbour. She had lost a lieutenant and a boat's crew, and Lieutenant Gordon was ordered on board of that ship, and I went with him and was stationed the same as before.

By this time the United States was at war with Tripoli, but we had no action of consequence. After cruising about the Mediterranean a few weeks, our crew had the scurvy and died very fast, and we put into Monaco, an English port, for refreshments.

After laying there four or five weeks, and getting fresh provisions and water and all things ready for sea, we got under weigh with a stiff breeze, but not having any pilot on board, the ship struck a rock, while going about seven knots an hour through the water. The commodore immediately ran up the gang way and gave the officer of the deck orders to run her on shore, thinking she was sinking, but the officer taking a second thought, called the car-

penter to sound the pumps, and finding the ship made no water, we put out to sea. But, the commodore thought it not prudent to go on to the American coast in the winter, without knowing what damage the ship had received, and ordered her to Toulon, in order to go into dock to repair.

We lay at this place three months and after the necessary repairs, embarked for America and arrived at the city of Washington in May 1802. Here I was discharged, and received my wages. I then took passage and went down to Alexandria, a distance of about eight miles, whence I sailed for New York and arrived there after a passage of fourteen days.

At New York I went on board of a packet for Providence, and arrived at that place in June. I went to see my uncle, and heard from my parents. The same afternoon I set out for the country to see my kindred and friends, but being foot-sore by not being on the land but a little for about two years previous, I put up on the way till the next morning. After taking some refreshment, I still pursued on my way until I came to the house where my parents lived; I first saw my mother through the window as I passed. She was at work at her wheel, laboring for her support; I knocked at the door, she came and opened it, and on seeing her son whom she thought was lost, she stepped back, sat down, and gave vent to a flood of tears.

Then, after embracing me, she told me the many night's sleep she had lost on my account, and related her visions of the night about me. It was impossible for her to express her joy on seeing me once more in the land of the living. My father who was out, soon came home, and was much rejoiced to see his son again.



TACT AND DIPLOMACY displayed by Captain Bainbridge won the Dey of Algeria's respect for our nation.

TAFFRAIL TALK

THE NAVY'S "ace hunter killer" is in San Diego, based there with his unit, Composite Squadron 21, antisubmarine squadron.

We found that out from a job questionnaire that came into the Bureau of Naval Personnel. One aviation electronicsman,



evidently convinced that all those reports and forms are never read in BuPers anyway, decided to have a little fun in filling out his naval job analysis questionnaire.

Under "List your duties and explain how you do them" the AL2 wrote: "I conduct a strictly military manner watch." Also, "I do my job with deadly efficiency as I'm the ace hunter killer of the U. S. Navy."

Asked to list the number of personnel under his supervision, the aviation electronicsman did, adding "I can take over the supervision of the whole squadron if necessary." To replace him at his present job, he said, would require the best efforts of three civilians. As for his own experience before he joined the Navy, he said he was a "taxi driver six months—crashed."

Under "Comments" he wrote: "My services as radio operator in flight should make me eligible for the distinctive position of flying aboard the President's private airplane."

The form was read (and chuckled over) by a commander in BuPers' Billet and Qualifications Research Section. Curious about the true ability of the "ace hunter killer," the commander checked the man's record and found he was marked "outstanding" for proficiency in rate.

Even at that, we don't dare use his name. He'd never be able to live with his buddies of VC-21.

★ ★ ★

Our artists helped one enlisted man through inspection once. At the last minute he rushed into this office, borrowed some black polish, and attempted to shine his shoes. Time was drawing close, and an artist hurried to the rescue.

Using a plastic spray, he coated the man's shoes with a glistening, quick-drying film. Later, as the inspecting four-striper went down the line, he stopped in front of our man, looked him up and down, finally commented to his party that here were the neatest, best looking shoes in the lineup.

The All Hands Staff

ALL HANDS

THE BuPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget on 29 April 1949, this magazine is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

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DISTRIBUTION: By BuPers Circ. Ltr. 162-43 (NDB, cum. ed., 31 Dec. 43-1362) the Bureau directed that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicated that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the directive.

In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issues.

The Bureau should also be advised if the full number of copies is not received regularly.

Normally, copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corp. Requests from Marine Corps activities should be addressed to the Commandant.

REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB" used as a reference, indicate the official Navy Department Bulletin.

• AT RIGHT: Keeping men and ships on the move is always a Navy problem. Here members of an aircraft carrier's crew restock the ship with supplies before a journey. ➡

**STOW
BELOW**



**AS YOU SEE THE WORLD
THE WORLD SEES YOU ...**



**THE WORLD'S FOREMOST NAVY
RELIES ON EXPERIENCED MEN
REENLIST WITH YOUR SHIPMATES**

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN



This magazine is intended
for 10 readers. All should
see it as soon as possible.
PASS THIS COPY ALONG

NAVPER-0

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A4-16
SEPTEMBER 1950



ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

SEPTEMBER 1950

Navpers-0

NUMBER 403

VICE ADMIRAL JOHN W. ROPER, USN
The Chief of Naval Personnel

REAR ADMIRAL FREDERICK W. McMAHON, USN
The Deputy Chief of Naval Personnel

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TABLE OF CONTENTS

	Page
Ships, Men and Planes in Action	2
The Word	8
EMs Tackle All Trades and Master Most.....	10
Pilots Trust This Foul Weather Friend.....	14
Highland Fling	16
Organized Reserve Is Trained and Ready.....	19
Revision of MATS Peacetime Missions	23
Letters to the Editor.....	25
Servicescope: <i>News of Other Services</i>	30
Today's Navy	32
Navy Sports Roundup.....	39
Bulletin Board	42
Changes in Ratings.....	42
Battle Efficiency Awards.....	47
POs Returning from Overseas.....	52
Legislative Summary	53
Transportation by MSTs.....	55
State Bonus Information.....	56
Directives in Brief	57
Books: Good Reading in Libraries.....	58
Book Supplement: <i>Blockade Runners</i>	59
Taffrail Talk	64

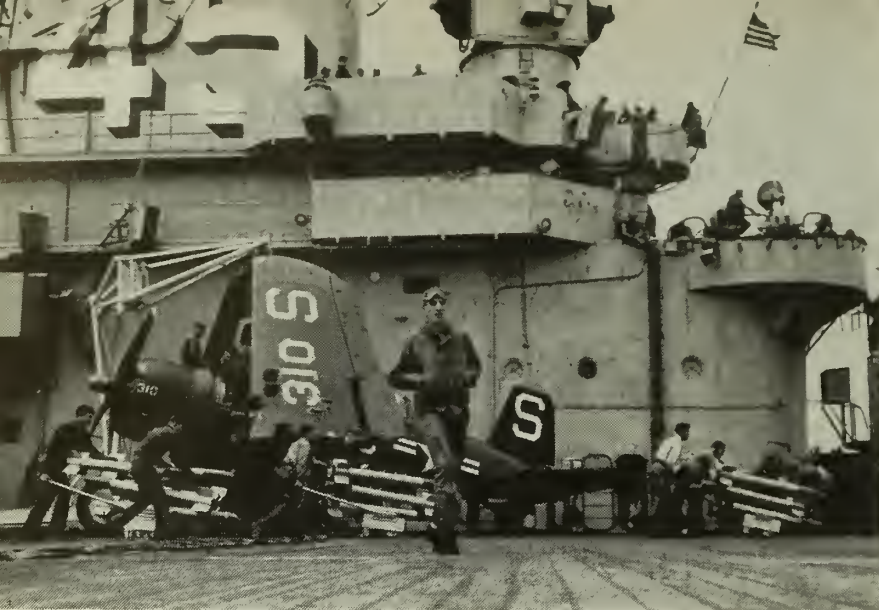
• FRONT COVER: This 40-mm. crew is at station on a heavy cruiser during an air raid alert while operating with the U.S. Seventh Fleet and units of the British Far East Station. See pp. 2-7.

• AT LEFT: This exceptional fueling-at-sea photograph shows (left to right) USS *Salamonie* (AO 26); USS *Newport News* (CA 148) and USS *Power* (DD 839). See p. 51.

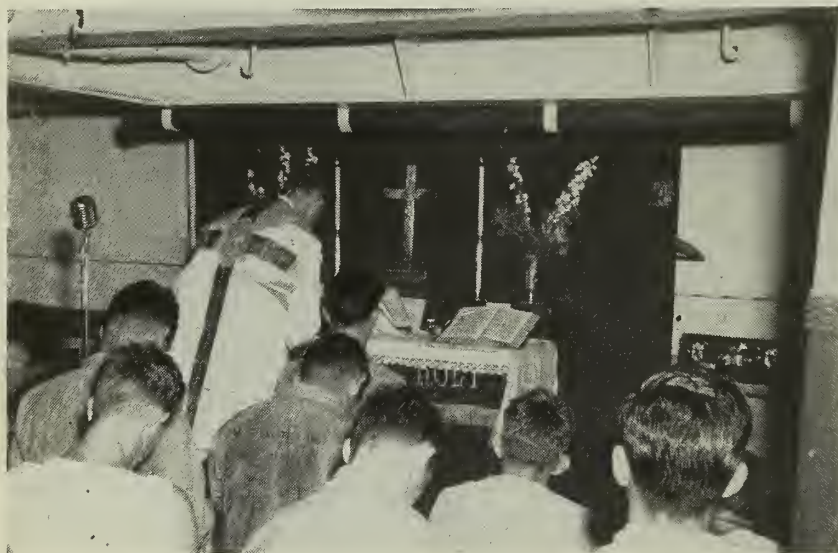
CREDITS: All photographs published in *All Hands* are official Department of Defense photos unless otherwise designated: p. 18, top, *Scottish Daily Express*, Glasgow, Scotland.



TRANSFUSION



REARMING on the flight deck of an Essex class carrier, U.S. Navy aircraft prepare for tactical strike against invading Communist forces of North Korea.



CHURCH SERVICES are held aboard a 7th Fleet cruiser (above). Below: Masks protect faces of antiaircraft gun crew during action in the Far East.



Ships, Me

NAVY SHIPS continued to speed more men and equipment over the 5,000-mile-long supply line to the Far East, where the United Nations was determined to stop aggression. And in Korea the "little hot war" waxed warmer than ever.

Two complete divisions from the United States—the First Marine and the Second Army—stepped out of Navy boats onto Korean soil, armed with the latest in tanks and bazookas. For Air Force use, a heavy load of F-51 Mustang fighters were carried to Tokyo by the carrier *Boxer*, which sped across the Pacific in eight days and a few hours to set a record for time and number of planes carried.

As the United Nations forces dug in on Korea, the United States readied more strength at home. Congressmen announced a de-mothballing program that would add 48 ships to the Navy's combat types.

Under the plan, large carriers and Essex class carriers would be increased from six to nine, smaller carriers from eight to 14, destroyers from 140 to 172, and submarines from 70 to 75. With two new additions, cruisers (both light and heavy) would number 14. Also, many auxiliaries were scheduled for reactivation.

In manpower for the U.S. armed



CARRIER-BASED Panther jets are ready for take-off on a raid against North Korea.

nd Planes in Action

forces, Congressmen announced a plan to increase the Navy by 204,000, with an additional 62,000 men and officers for the Marines. (See p. 44 for a complete roundup on calling up of Reservists and other manpower details.)

Meanwhile, as Navy supply lines were strengthening in the fight against time, in Korea the tactical Navy was striking at all types of targets. Destroyers and cruisers clustered along the coasts to add their big-gun artillery to troop firepower, sending their heavy salvos against North Korean supplies and troop concentrations. A Navy landing party, hastily formed on a vessel lying offshore, advanced inland behind enemy lines to blow up a railroad tunnel and cut off important troop movements.

Navy carrier-based planes, finding no opposition at sea and little in the air, took a hand in the tactical support of ground troops and in bombing and strafing of supply trains, troops, depots and communications lines. A British-American task force, whipped together and attacking within 24 hours, effectively stopped one advance of North Korean front line positions.

A North Korean oil refinery, under the blows of 1,000-pound bombs and five-inch rockets, blew skyward in a



EXPLOSION of North Korean ammo or fuel train is recorded by the gun camera of a 7th Fleet carrier plane during a strike on the Kumchon area (above). Below: A Marine pilot mans his carrier-based reconnaissance plane.



an targets. Navy aircraft are providing remarkably effective tactical support.



MARINES board an attack transport headed for the Far East (above). Top center: Panther fighter is swung gently from dock to carrier's flight deck. Below: Corsairs are loaded aboard escort carrier bound for Korean theater. Below right: Soaking wet but grinning and happy a Navy pilot is returned by 'copter to his home carrier following rescue from dunking in the Sea of Japan.



Ships, Men and

geyser of smoke and flame that could be seen for 60 miles. After one day's work of a single carrier's planes, the toll of the enemy read: 25 railroad cars, four bridges, two railroad yards, one power plant, a factory, two enemy planes and 37 military vehicles





Planes in Action

—all without loss of any American plane.

Navy *Corsairs*, the only propeller-driven fighter aircraft still being produced in the U.S., are finding handy employment as fighter-bombers. Carrying four 1,000-pound bombs and

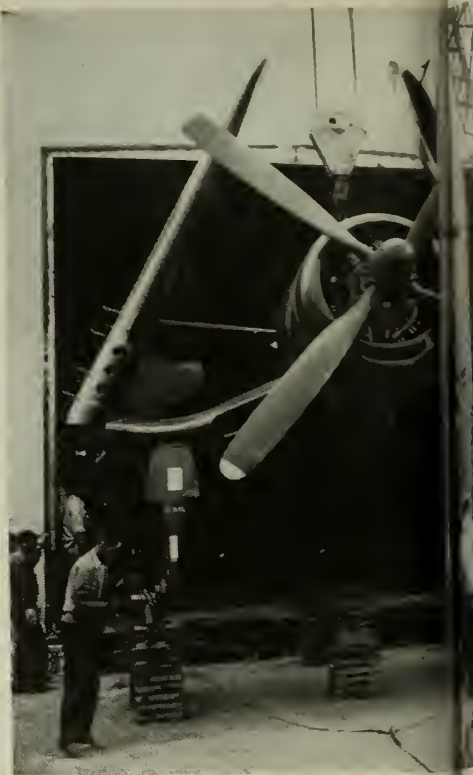


SAILORS board carrier ready to shove off for 'points west' (above). Below left: USAF personnel and their aircraft are given a fast lift 'out' by Navy carrier. Lower right: Pearl Harbor is bustling again servicing Navy ships.





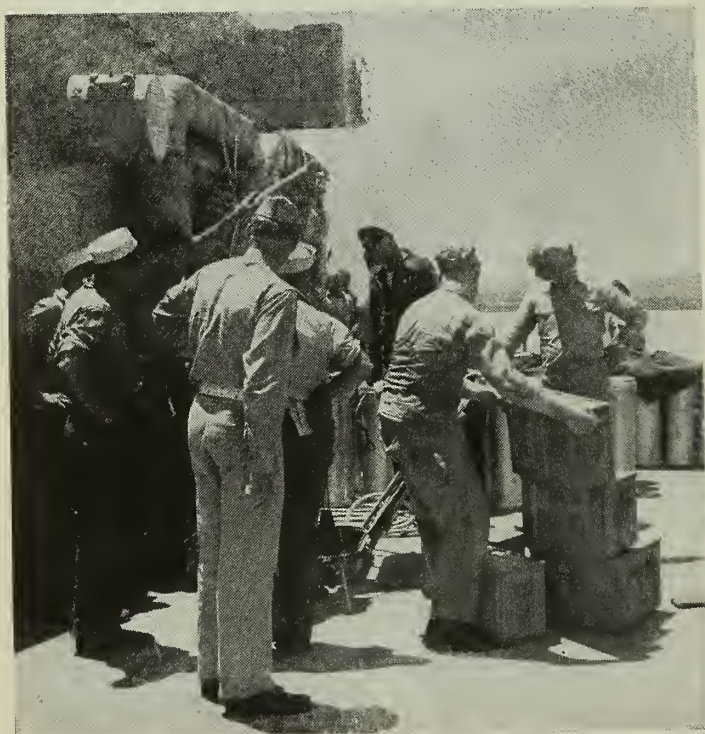
OUT OF MOTHBALLS comes a Bearcat fighter at NAS Norfolk. The plane will be ready for flight test 4 hours after the 'can' is opened. Below: Marines and sailors load ammo aboard heavy cruiser of the 7th Fleet in Pearl Harbor.

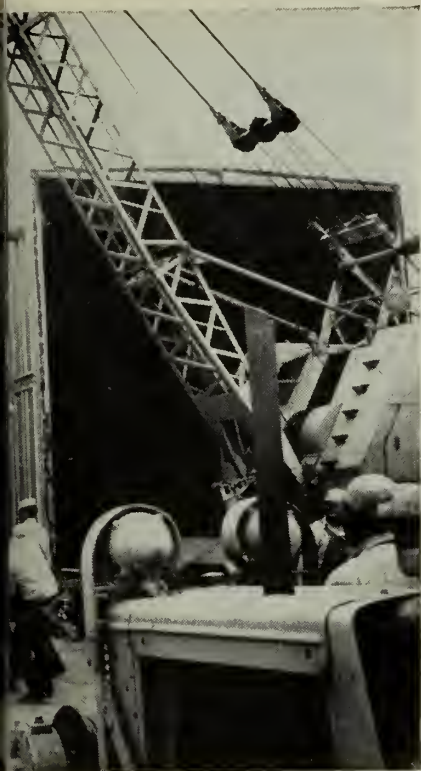


Ships, Men and

eight five-inch rockets, together with plenty of 50-caliber ammo, the gull-winged plane is adding to its World War II laurels even in this day of jet aircraft.

Besides the support given forces





PRESERVATIVE COVER is being stripped from the flight deck of a CVE being reactivated at Bremerton (above). Left: Corsair is 'uncanned' at San Diego.

Planes in Action

of the United Nations engaged in the Korean action, the President of the United States has ordered the 7th Fleet to prevent any attack on Formosa—the last stronghold of the Chinese National Government. Rumored ready to sail against this island redoubt is a motley Chinese Communist fleet estimated at upwards of 5,000 units.

ALL HANDS presents here a pictorial roundup of activities throughout the United States Navy—ashore and on the high seas—in this time of crisis.



RESERVISTS volunteer for active duty at NTC Great Lakes (above). Below: On the West Coast, giant crane transfers Skyraider from one CV to another.



THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

• **ONE-YEAR EXTENSIONS**—Restrictions imposed on one-year extensions of enlistment have been removed. The Navy has authorized commands to effect voluntary extensions of enlistment for a minimum period of one year, provided such extensions and reextensions do not aggregate a total of more than four years in any single enlistment.

This means that a person serving on a four-year enlistment or reenlistment cannot extend and reextend that enlistment to an aggregate of more than eight years. A person serving a six-year enlistment or reenlistment cannot extend and reextend that enlistment to an aggregate of more than 10 years.

Suspension of the restrictions on one-year extensions was announced by Alnav 65-50 (NDB, 15 July 1950).

• **NEW FILING MANUAL**—A new Navy Filing Manual (Fifth Edition) has been distributed to all activities of the Navy.

Personnel desiring individual copies of the new edition may obtain them

by writing to the Superintendent of Documents, Government Printing Office, Washington, D.C., enclosing a check or money order for one dollar for each copy.

The new edition of the filing manual is both a revision and abridgement of the fourth edition. Certain sections of the old manual have been eliminated, and three new major subject groups added. The new volume is in loose leaf form, and contains only 142 pages as compared with 573 pages in the fourth edition. It will be used by both the Navy and Marine Corps.

• **RETAINER PAY**—Are you interested in the latest information on retainer pay for people transferred to the Fleet Reserve? A new BuPers-BuSandA joint letter gives information and instructions concerning transfer to the Fleet Reserve and concerning retainer pay under various circumstances.

The joint letter is numbered 50-448 in the 15 June 1950 Navy Department Bulletin. People approach-

ing the time of transfer to the Fleet Reserve will find much of interest in it.

• **SERVICE RECORD**—New enlisted service record pages, eight by 10½ inches in size, are being distributed by BuPers for use with the revised "flat type" service record, which replaced the old "pocket type" jacket.

Commands may requisition the new pages from district printing and publication offices, according to BuPers Circ. Ltr. 102-50 (NDB, 30 June 1950), and upon receipt will begin using them. Since BuPers anticipates that minor changes in the new pages may be necessary after they are placed in use, commands have been cautioned to request only the number needed for a reasonable period of time.

• **DEPENDENTS' TRANSPORTATION**—Transportation of Navy dependents by government conveyance or at government expense to Pacific destinations has been suspended indefinitely. The suspension of such transportation pertains to all points west of the U.S. Pacific coast, including Hawaii and Alaska.

The order applies only to dependents but to neither civilian employees under orders or returning from leave and awaiting transportation to Pacific destinations at the time it was issued nor to the dependents of such civilian personnel on leave destined to return to Alaska. Navy dependents

Retirement Ends Chief's Adventurous 30-Year Career in the Navy

After 30 years of riding destroyers, gunboats, tenders, transports, cruisers and battleships, George D. Adams, MM-C, USN, has hung up his CPO hat and settled down.

The newly-retired chief can, if he likes, entertain his family and friends with many a tale of adventure that occurred during a sea-going career that carried him all over the world. He can talk of years spent in the Orient with the Asiatic Fleet prior to World War II; of



Chief Adams

tense moments while patrolling the Yangtze River as an armed guard. In those days a sailor's pay went a long way in China. A man could have all his laundry done for less than a dollar a month, and could buy a pair of fine, hand-made leather boots—valued at \$40 to \$50 in the U.S.—for about five dollars, American money.

Adams can tell of bloody battles to capture the Solomon Islands during World War II. Of how *USS Taylor* (DD 468) took part in a savage night surface battle in Kula Gulf, and of how she fought off attacking planes again and again; of steaming into enemy strongholds to bombard airfields, and of the long road back across the Pacific,

with inhospitable receptions at Tarawa, Kwajalein, and New Guinea; of how *Taylor* sank a submarine off the Admiralties.

On the chief's uniform, now hanging unused in a closet, are four rows of ribbons. Included in these are the Presidential Unit Citation, Yangtze Service Medal, American Defense, American Theatre, Asiatic-Pacific Medal with a cluster of stars, and Good Conduct Medal with stars. The chief can also point with pride to a record which contains a number of commendations; commendations that mostly end with the statement, "The Commanding Officer highly commends Adams for his outstanding performance of duty."

'Military Law' Dropped As Promotion Requirement

"Military Law," as an examination subject, is eliminated from the promotion requirements of line officers of all categories. After 15 Apr 1951, the subject "Military Justice" will be included in such examinations. The examination will be based on the Uniform Code of Military Justice and the implementing law manuals and decisions.

From the present time till 31 May 1951 is considered a transition period from Articles for the Government of the Navy and Naval Courts and Boards to the Uniform Code of Military Justice and a new law manual. The decision regarding examination subjects mentioned above was made to "assist in facilitating this transition and reduce confusion insofar as promotion requirements of line officers of all categories are concerned," states BuPers Circ. Ltr. 114-50 (NDB, 31 July 1950).

who arrived at Pacific coast ports en route to Pacific points but were unable to embark before the deadline on 14 July are being or will be returned to their U.S. homes at government expense, as are being or will be their household effects.

Many ships had to be diverted to other uses, it was pointed out. Available transportation space aboard ships and planes was needed for higher priority personnel.

• **MEMORIAL FUND** — Sons and daughters of personnel who lost their lives in wartime action aboard the light cruiser *USS Reno* (CL 96) are, if qualified, eligible to apply for educational benefits from the *USS Reno* Memorial Fund. The fund is used to assist such of these dependents who attend the University of Nevada, and qualify for this assistance as determined by the Board of Regents of the University.

The *USS Reno* Memorial Fund was created in 1947 by an initial donation of \$2,226.04 from that ship's special welfare fund when the ship went out of commission. This sum was turned over to the University of Nevada by the Commander, Everett Sub-Group Number One, Bremerton Group, Pacific Reserve Fleet. The income from the

fund, as well as the principal, is used to assist qualified students. The money is either loaned at a small rate of interest or donated outright to the student.

Persons desiring to make use of the *Reno* Memorial Fund and feel they are qualified should write the Board of Regents, University of Nevada, Reno, Nev.

• TEMPORARY FLIGHT ORDERS—

New instructions regarding the issuance of temporary flight orders to enlisted personnel have been published by BuPers.

The directive points out that incentive pay for the performance of hazardous duty involving frequent and regular participation in aerial flights is limited to enlisted personnel in two categories—crew members and non-crew members.

• Crew members are defined as enlisted personnel normally required aboard an aircraft in flight for the performance of duties necessary for the successful completion of the mission of the aircraft.

• Non-crew members are defined as enlisted personnel who are ordered to participate in regular and frequent aerial flights but are not included in the crew member complement as determined by the Chief of Naval Operations.

Temporary flight orders may be issued only to enlisted personnel whose primary duties require frequent and regular participation in aerial flights. These are limited to the following:

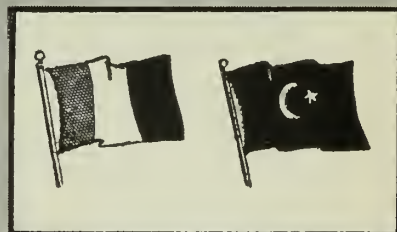
- Aviation ratings.
- Strikers for aviation ratings.
- Students undergoing training which specifically requires their participation in frequent and regular flights.

• Other ratings who are specifically assigned as regular members of flight crews, such as flight orderlies.

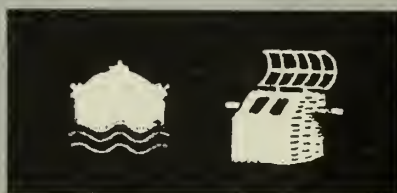
The directive, BuPers Circ. Ltr. 109-50 (NDB, 30 June 1950) emphasizes that travel by air as a passenger does not constitute justification for, nor does it warrant issuance of temporary flight orders. Requiring personnel to fly solely for the purpose of meeting flight requirements for pay purposes or as a reward for long and faithful service does not justify issuance of temporary flight orders. BuPers has instructed commanding officers to supervise personally the distribution of flight orders to carry out the spirit of the directive.

QUIZ AWEIGH

"Memory is the receptacle and sheath of all knowledge." So said the Roman Cicero, widely quoted man of letters who lived from 106 to 43 B. C. How's your memory today?



1. The flag of the left (colored blue, white and red, from left to right) is that of (a) France (b) Costa Rica (c) Netherlands; at the right, with white crescent and star in field of red, is the flag of (d) Latvia (e) Turkey (f) Morocco.
2. They are the (a) national flags (b) ensign (c) merchant flags of their respective countries.



3. The specialty mark at the left signifies that the wearer is a (a) boilerman (b) mineman (c) utilities man.
4. A man wearing the specialty mark at the right would perform the duties of a (a) surveyor (b) fire control technician (c) radoman.



5. This AGC vessel is (a) ammunition ship (b) amphibious force flagship (c) motor torpedo boat tender.
6. It is outfitted with (a) specialized derrick equipment (b) armor-plated ammunition stowage compartments (c) complex communications devices.



Master Most

bailing out of a plane traveling faster than anyone had ever bailed out before. He has made over 100 jumps in experimental parachutes, and the fact that he is still alive indicates all worked properly. Some of the better known bail out devices this unit has tested include the ejector seat which "explodes" the pilot clear of the plane, and the new escape capsule.

Despite the nerve-racking aspects of their daily tasks, most members of this unit go about their work as relaxed and calm as a boatswain's mate splicing a line. "This job," a parachutist reportedly remarked, "is as easy as falling off a log."

Did you ever stop and think about the thousands of different items on board a ship or shore activity that need servicing, operating and repairing? Well, the Navy has gone over its units and installations with a fine tooth comb to make sure it is aware of all the jobs that need to be done, and to insure it has personnel qualified to perform them.

In the Navy Department a card file is kept of the jobs Navy men performed in civilian life, just in case a job pops up that is outside the duties of any established naval rating. For example, during World War II the Navy needed qualified personnel to operate trains and locomotives on naval installations. A check of the files produced the names of a number of men qualified for this task. If, in the future, a need should again arise for railroad engineers and firemen, the Navy can quickly put its finger on a considerable number of enlisted men qualified for this work. Another example of locating a man by his civilian experience to fill a special job occurred when an unusual billet was established in the Office of the Chief of Naval Operations.

Charles R. Smith, DCC, USN, was assigned the job, and he is probably

the only man in the world who has cracked a Pentagon safe and got away with it. As a matter of fact, the chief spends a good part of his time prying open safes and vaults which are chock full of classified documents.

Assigned to the Office of the Chief of Naval Operations, Smith is official caretaker of the thousands of safes, vaults and locked spaces used by CNO to store classified material.

Smith has a full time job keeping the locking equipment of CNO's Pentagon offices in good working order. Because of the vast number of locks used, it keeps him busy repairing and installing new locks, making keys and performing other locksmith duties.

When lock tumblers go haywire, or when someone forgets the combination to a safe, Smith is called in for a safe-cracking job. A hole drilled in a strategic location usually does the trick. The chief served a civilian apprenticeship as a locksmith, and is occupying the only billet of its kind in the Navy.

Remember the first "haircut" you suffered in boot camp? Well, women recruits entering the Navy go through the same thing, getting their long tresses clipped to regulation length.

One of the curl snippers at Recruit Training Command (W), NTC Great Lakes, Ill., is Melba Lee Taylor, SH2, USN(W). An experienced beautician, Wave Taylor is considerably more gentle with her customers than is the average male barber at men's boot camps. However, she reports her customers wail just as loud at getting their hair trimmed to collar length as do wavy-haired male recruits who suddenly acquire that slick cueball look. (Since short hair for women has become the style, these protests have mostly been silenced).

Ship's Serviceman Taylor also administers permanents, facials, and performs other beauty parlor services that give Waves that smart, military

look that makes them stand out.

Some of the most fascinating and unusual work in the Navy is performed by hospital corpsmen and dental technicians. In recent years, many important contributions to medical science have been made by Navy medical men. To provide skilled assistants to the Navy's doctors and dentists, hospital corpsmen and dental technicians have been trained in over 60 specialties. Testing of new drugs, equipment and medical techniques is carried on constantly in the Navy's far-flung medical installations, all for the purpose of keeping Navy personnel the healthiest in the world. In some jobs, hospital corpsmen and dental technicians are required to possess not only a thorough knowledge of medical and surgical techniques, but considerable skill in fields not normally associated with medicine or dentistry. The acrylic eye illustrators fall in this category.

One of the two sailors in the Navy working as acrylic eye illustrators is Milton E. McCline, DN, USN. Assigned to duty at the National Naval Medical Center, Bethesda, Md., McCline assists surgeons in eye operations, then designs artificial eyes to match the patient's remaining orb.

It's a delicate and painstaking task to reproduce perfectly every shade and characteristic of a person's eye. While the patient sits and models, McCline paints an iris on a thin paper disc with water colors. Even the tiniest blood vessels are stroked in. About two and one-half hours are needed to complete an iris, which is then cemented in a depression in the plastic eye. The artificial eyes created at Bethesda and at the U. S. Naval Hospital, San Diego, Calif., are reputed to be among the finest in the world.

McCline says that no two people have eyes exactly alike. There's always some variation in color, shading, and the size and number of blood vessels and this phenomenon



doesn't make McCline's job any easier.

Another rare billet for sailors is that of bone technician. New discoveries by medical science now make it possible for live human bones to be preserved and transplanted from one individual to another (see *ALL HANDS*, May 1949, p. 34). One of the bone bank "caretakers" at NNMC, Bethesda, Md., is Robert L. Holloway, HN, usn.

Holloway assists the bone specialists during surgery involving the removal of bone. Prior to an operation, he obtains written permission from a patient that the bone removed may be used by the bone bank. Live bone may be frozen and stored indefinitely in this bank, which is actually a large deep freeze unit. Used as bone graft, it has shortened operating time on patients, reduced shock and hastened recovery.

Most of the Navy's unique billets seem to be at shore-based activities, although there are a few uncommon jobs aboard certain types of ships. Repair and experimental vessels require a greater variety of technical personnel than other type ships, and consequently have more of the little-known billets. However, men-of-war occasionally require an unusual task to be performed.

For instance, aboard *USS Saint Paul* (CA 73), an unusual ceremony takes place almost every day. The boatswain's mate of the watch pipes attention over the PA system and announces something like this: "Now hear this. The crew wishes Brown, A. J., SN, and Jones, W. T., BMI, a very happy birthday. If these men will lay down to the bake shop they will find birthday cakes waiting to be picked up."

The man on board *Saint Paul* responsible for supplying the birthday cakes is Cornelius M. Bowens, CSSN, usn. One of Bowens's bake shop duties is to prepare a cake, complete with all the trimmings, for each member of *Saint Paul's* crew on his birthday. With over 900 crew members, this amounts to quite a task.

Each day Bowens obtains the names of crew members with birthdays coming up. He mixes and bakes a cake, covers it with icing, and then inscribes "happy birthday" and the man's name across the top. When it's ready, the BM of the watch is notified, and soon a lip-snacking sailor is bee-lining it for the bake shop to get his decorative and de-



NOB Kodiak Receives Record Load of Mail

The postman didn't even ring once, but he recently dumped 7,225 pounds of mail all at once into the laps of personnel at Fleet Post Office, NOB Kodiak, Alaska.

The record load arrived almost simultaneously via a cargo ship, a MATS and a commercial plane.

All hands (eight postal clerks) waded and fought their way through the conglomeration of letters, magazines, books, newspapers and parcels until 0200, but every piece was sorted and ready for delivery to addresses the first thing in the morning.

licious dessert—a "personalized" gift.

Just as the Navy is concerned with training all its personnel to do their job properly, it also is concerned with how this training can best be accomplished. Long ago the Navy discovered that one of the best methods of instruction was by the use of motion pictures. Each year many training films are made to demonstrate such things as how to repair engines, detect defects in equipment, and operate new types of gear. Most of these films are produced at the Naval Photographic Center, Anacostia, D. C., which houses equipment similar to that found in a Hollywood studio. Many unusual tasks are required of sailors engaged in preparing these films. One of the most interesting of these jobs is that of the set builder.

Raymond Federle, DC3, usn, never knows what he is going to build next. Assigned to duty at the Photographic Center, his job is to build the sets and produce the special effects needed in filming Navy training movies.

Federle is called upon to rig up everything from a destroyer bridge to a tavern bar. If the script calls

for a rough sea, cloudy sky, fog, rain or smoke, he produces it.

Recently a training film called for shots of a C-47 in flight, with close-up pictures of the pilot through the windshield. Federle and other carpenters at NPC constructed a stand and fastened a shorn-up fuselage of a C-47 to the top of it on swivels. As the plane rocked gently on these swivels, spray guns filled with mineral oil produced a cloudy sky background, and big fans pushed these clouds past the plane, giving the illusion of speed.

Another scene called for a simulated view from a patrol plane flying high over a large convoy of ships steaming at sea. The set builders laid out a 12-foot square plywood platform, broken up at intervals with ruffles of white cheesecloth. One to three-inch long ship models were set up in convoy formation on the board. A daub of white paint behind each ship created a wake. The finished film appeared to be authentic pictures from a high-flying plane over a force of ships steaming pell-mell towards their objective.

Among other sets constructed by Federle and other NPC carpenters is a model of Bikini Atoll and the ships used in the A-bomb test. This set was rigged up for use with a Navy television program.

The jobs mentioned are only a small sampling of some of the billets you probably didn't know existed in the Navy. While some of the others are emergency service or part-time billets, the Navy also has such jobs as underwater photographer, actor, farm hand, linguist, dog trainer, stone mason, animator, well driller, sound effects man, sewage disposal plant operator, pile driver nozzleman, rock crusher operator, gas tank ferryman and—shhh—atomic-hydrogen welder. Incidentally, just in case we have succeeded in giving you the wrong impression, atomic-hydrogen welding has nothing to do with building atomic and hydrogen bombs. It's simply an efficient method of welding heavy steel plates.

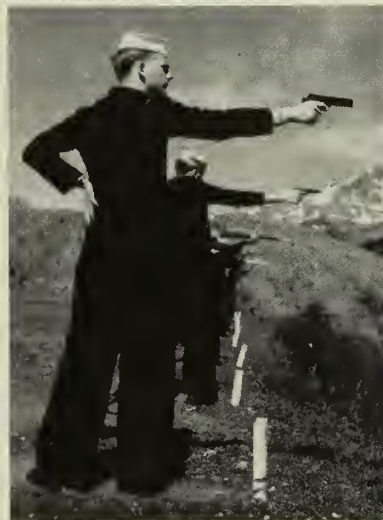
Poke an inquisitive nose into the jobs your shipmates are doing, and the next time someone asks you how sailors spend their time, you tell 'em—if they can spare a couple of days to listen.—Earl Smith, JOC, USN.



Small Arms Drill

The rugged terrain in the area of Kodiak will make the use of small arms especially important should the defense of this strategically important island off Alaska's southern coast become necessary. Consequently, expert Marine Corps instructors are checking out naval personnel at NOB Kodiak.

Use of the sub-machine gun is explained on the range (above). Center: Practice makes for proficiency if not for perfection. Below: Seaman is checked out in the use of the renowned "tommy gun."



Pilots Trust This Foul Weather Friend

VISIBILITY a half mile and decreasing," muttered Eldon E. Grebey, TSgt, USMC. Frowning, he turned, opened the door to the GCA trailer, and stepped inside.

Grebey, the Marine Corps' only enlisted final controller for ground controlled approach who is not a pilot, has a good reason for frowning. Somewhere in the vicinity of MCAS El Toro, Calif., was an R5D loaded with yellow fever serum that required refrigeration immediately.

The high-noon warmth of the sun had long since passed. Above El Toro's radio range station, in an ever-darkening sky, the synchronized drone of the R5D's four powerful engines sang a comforting tune to the pilot's ears. Equally as comforting was the voice of the GCA controller: "Marine 5134 . . . this is El Toro GCA. . ."

"El Toro GCA . . . Marine 5134 . . . go ahead."

"Marine 5134 . . . GCA understands you are at 4000 feet and holding on the north leg of El Toro range. When you pass over the cone at 4000, take up heading 160 degrees and descend to 2000 feet."

Gradually the huge transport turns on heading, then begins its descent toward a mountain-pierced blanket of endlessly rolling white stratus.

The built-in haze of the Los An-

geles area had combined with fog brought in from the ocean by an on-shore breeze, and created an extremely hazardous flying condition.

In the GCA trailer, thin wisps of cigarette smoke formed a grey contrast to the darkened interior. Four men sat in front of a long panel on one side of the trailer. The fifth, Grebey, stood with one leg hooked over his chair in front of the final controller's panel.

TSgt Grebey mashed out a half-smoked cigarette, put on his earphones, and listened while the director talked the R5D around the pattern to where Grebey, as final controller, would take over.

As the R5D turns on base leg, the director picks up the unit microphone: "Approach controller . . . I have Marine 5134 on base leg . . . unit Charlie . . . will call on final."

The lights of the approach control panel came on. Once again the director speaks: "Approach controller . . . I have Marine 5134 on final . . . heading 340 . . . altitude 1800 feet."

Grebey picks up the mike. "Roger . . . Understand Marine 5134 on final . . . heading 340 . . . altitude 1800."

Grebey then calls Marine 5134: "If you do not receive a transmission for any five second period throughout the remainder of this approach,

assume communications failure and take a wave-off."

"This is Marine 5134. . . ." The pilot repeats his instructions.

The elevation and azimuth indicators are now under the final controller's constant gaze.

"This is the final controller . . . you are now on a final approach to runway 34 . . . do not attempt to acknowledge any further transmissions. . . . Your assigned heading is 340 . . . your assigned altitude, 1800 feet. . . . You are now eight miles from end of runway . . . heading 340 . . . 1800 feet. . . . Turn right to 342 . . . 342 degrees. . . . You are now steady on 342 . . . 342 . . . Turn right to 344 . . . 344 is your new heading. . . . You're seven miles from end of runway . . . turn left to 340 . . . 340 is your new heading. . . . Steady on 340 . . . 340 is holding you at present.

"You are now approaching glide path . . . you are 150 feet below glide path. . . . Commence your rate of descent at 500 feet per minute. . . . You are now 100 feet below glide path . . . bring it up a little more. . . . Six miles from end of runway . . . 70 feet below glide path . . . 60 . . . 50 . . . 50 feet and holding."

Enveloped by the clinging mist, the large hulk of the R5D slows mo-



GRAY DAYS mean work for TSgt Grebey of El Toro's GCA unit. He's Corps' only EM controller who's not a pilot.

mentarily in its calculated descent, then, once again on glide path, continues as before.

"You're three miles from end of runway. . . . Check wheels, props, and flaps as you desire. . . . You are cleared for a touch down. . . . Two and a half miles from end of runway and dropping below glide path."

The outside observer for the GCA unit looks anxiously in the direction from which the plane is coming. Less than a half mile away the huge form of the transport breaks into view from out of the mist. "5134 contact," to final controller.

Grebe continues the talk-down: "Centerline of runway dead ahead. . . . You're on glide path and holding. . . . No apparent drift. . . . On glide path . . . on glide path. . . . Over end of runway.

"Centerline of runway dead ahead. . . . Touch down will be in approximately five seconds. . . . On glide path. . . . Over touch down. . . . After landing, contact Tower on channel two for further instructions."

"Toro GCA. . . . This is Marine 5134. . . . Nice work. . . . Right on the nose."

The serum, plane and pilots are safe on the ground. Grebe takes off the headset, wipes small beads of perspiration from his forehead, lights a cigarette. For Sergeant Grebe, it's all in a murky day's work.—1st Lieut. Foster Durnford, Jr., USMC.

R4Ds Will Be Modernized

One hundred Navy R4D transport planes will be stripped down and rebuilt into faster, heavier aircraft.

The R4D—also known as the DC-3 and C-47—was the familiar "work-horse" of air transport of the U.S. and its allies during World War II, and has continued to be used since.

When the major changes have been made, the modernized R4Ds (then R4D-8s) will have double the range of the old ones, be able to carry 50 percent more cargo and be able to fly 50 miles an hour faster.

To accomplish this, a California aircraft assembly line which is handling the modernization order will install new outer wing panels, a longer fuselage, a retractable tail wheel, a high-pressure hydraulic system and new wing tanks which will double the plane's fuel capacity.

An R4D-8 will be about 6,000 pounds heavier than the present R4D.

Radio Rescue Buoy Helps Sub in Distress

A new device which will make more certain the early detection of a submarine in distress has been revealed by the Navy.

The device, which is called the "submarine radio rescue buoy," can be released from a submarine under water, rise to the surface and broadcast an emergency signal which may be picked up by any ship or aircraft within many miles.

By "homing" on this signal transmitted by the buoy as it bobs about on the surface of the sea, search parties will be able to spot the general location of the stricken submarine from which sonar and visual search will be initiated.

Submariners, who in the past have been limited to smoke bombs, marker buoys, star shells and special dyes to attract the attention of surface forces to their plight, say that this new device is a big step forward.

Although these visual signals have proved useful, they say, too often surface ships and planes have been forced to search endlessly and waste many vital hours before they were able to spot one of the tiny marker buoys or a wind-blown wisp of smoke.

With the new rescue buoy, however, searching ships and planes can stand guard on the proper emergency radio band and detect the coded signal from the buoy as soon as they enter the sub's general area.

A plane can pick up the transmitted distress signal anywhere up to 60 miles away, depending on the flight altitude, while a ship may hear the signal approximately 10 miles from the location of the sunken submarine. An aircraft which picks up a signal can "coach" a nearby ship to the approximate location of the sub.

In appearance, the radio rescue

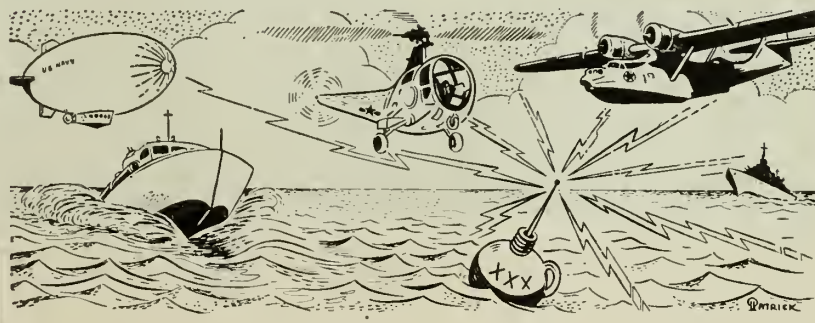
buoy looks a great deal like one of its forerunners, the sonobuoy, a war-born device which was used to great effect to detect the noise of an enemy submarine and broadcast its findings to waiting anti-submarine planes and ships. The buoy's design centers around a small, battery-operated radio transmitter which sends out its warning signal through a flexible metal antenna which resembles a large-size metal measuring tape.

The antenna may be folded smoothly back along the side of the cylindrical buoy when the buoy is ejected from the submarine. As soon as the buoy is free, the antenna springs into an upright position. It is then ready to transmit its signal once the buoy pops to the surface.

On the surface, the buoy floats with a few inches of its light-weight casing above the water surface, its antenna extending above the casing end like a thin metal finger. The antenna is omni-directional; that is, it transmits its signals in every direction. The only "dead area" is directly above the buoy. The drift of the buoy is not too important a factor since its operating life is limited to several hours.

With the development of the radio rescue buoy, the rescue of personnel aboard a sunken submarine is limited only by the depth of water in which the sub is sunk. By using the buoy, a disabled sub could be located in any reasonable depth of water, but whether rescue in deep water would be feasible is another question.

Although the buoy has been completed and proved successful in rugged field tests, it has not yet been procured for active submarines. However, most submarines will be adapted to use it should the need arise.



HIGHLAND FLING



EDINBURGH CASTLE looms behind Royal Scots and two Navy men touring Scotland's ancient and beautiful capital.



HONOR GUARD sailors cluster around movie star Signe Hasso following services at the impressive Scottish-American War Memorial in Edinburgh.

AS THE shrill notes of the bagpipes echoed from the battlements of Edinburgh Castle, some 600 men from *uss Hamul* (AD 20), *uss Hawkins* (DDR 873) and *uss Meredith* (DD 890) witnessed the traditional "beating retreat" ceremony in Scotland's ancient and beautiful capital.

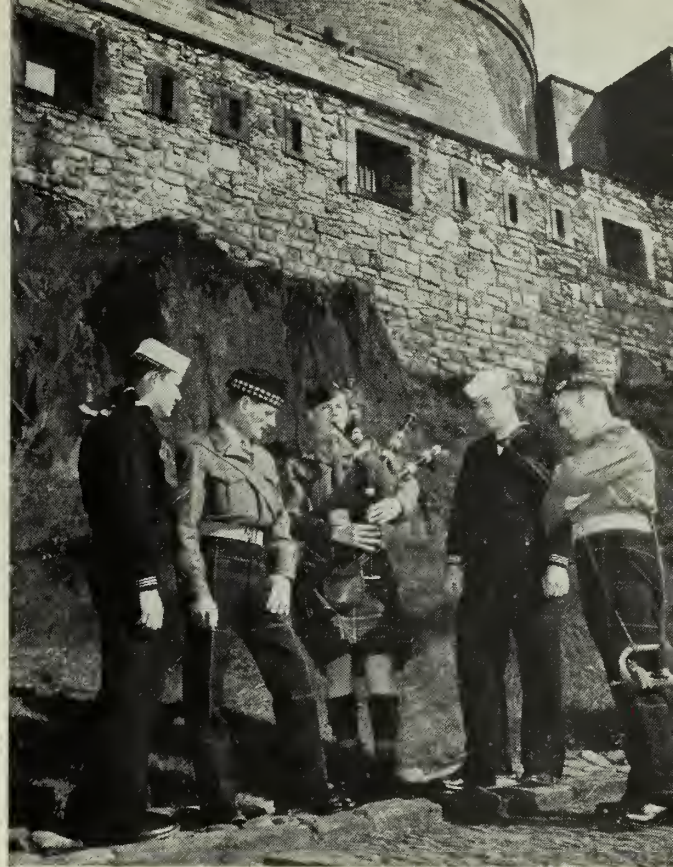
The pomp and circumstance of the age old ritual of marking finis to the military day at the thousand-year-old castle, perched high on a hilltop overlooking the Scottish capital, greatly impressed the Navy men who were in the city on a courtesy call.

Thousands of Scotsmen joined with the American sailors to witness the impressive sight of the kilted pipers and drummers as they marched on the esplanade of Edinburgh Castle, performing the intricate drill movements and rendering the music so stirring to the hearts of Scotsmen the world over.

Prior to the retreat the men of *Hamul*, *Meredith* and *Hawkins* were conducted on a tour of the castle



ANCIENT CANNON still guard the castle ramparts. A Highlander tells two Navy men of his country's history.



SHRILL SQUEEL of the bagpipes has inspired soldiers of Scotland to deeds of high valor since time immemorial.



TRADITIONAL cup of four o'clock tea is enjoyed by American sailors and Highlander host during castle tour.



MUSIC LESSON—A Royal Scot gives American sailors pointers on squeezing music out of the unruly bagpipes.



ORPHANS of the city of Glasgow were treated to parties on board the destroyers USS *Ernest G. Small* (DD 838) and USS *Charles R. Ware* (DD 865).

Tin Cans' Visit Wins Glasgow's Good Will

Two hundred and forty young Scottish orphans now know what it is to have a big brother to show them a wonderful shipboard day.

During a visit by the two U. S. Navy destroyers USS *Ernest G. Small* (DD 838) and USS *Charles R. Ware* (DD 865) to Glasgow, Scotland, Navy crewmen threw a series of parties for orphans of that city. Two parties were held aboard each of the two ships, with a "big brother" designated for each child attending.

A separate party was held for 64 crippled youngsters at a hospital for infirm children in Glasgow. Officers and enlisted men of both ships attended, bringing with them great quantities of party delicacies.

At the ships' departure the Lord Provost of Glasgow echoed the sentiments of the city's orphans when he sent the ships the following message: "Your visit has given great pleasure. Haste ye back. Bon voyage."



'BIG BROTHERS' from the ships arranged a special party when they visited crippled youngsters at a Glasgow hospital for infirm children.

that forms the core of Scottish history. The ramparts, once manned by Robert the Bruce, William Wallace and many other Scottish heroes of the past, are in an almost perfect state of preservation, unchanged by the years.

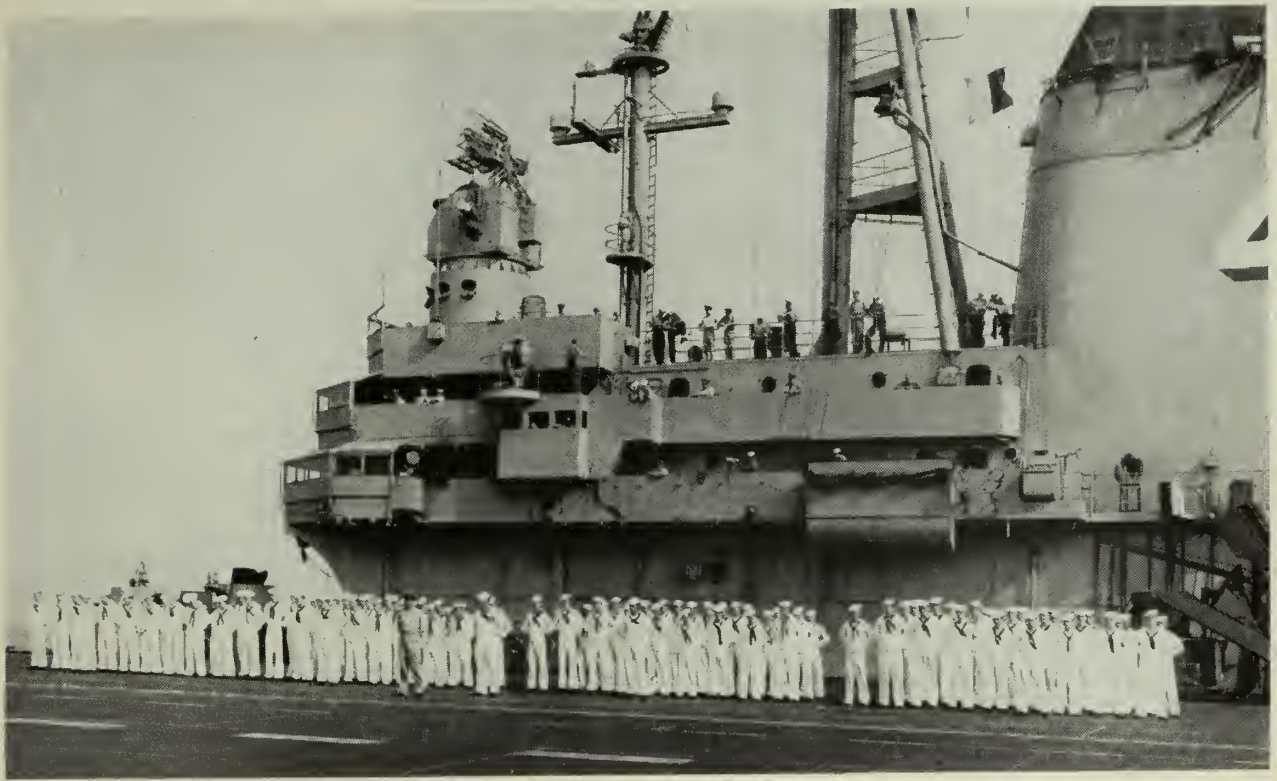
Edinburgh Castle is headquarters for the Scottish Command of the British Army, and the tartans of the kilted "Ladies from Hell" on duty there add a note of color to the fortress home of Scotland's ancient royalty.

Most impressive sight to greet the Navy men on their specially conducted tour was the World War I memorial. The Scots have converted one of the buildings of the castle into a "gallery of honor," containing individual memorials to each branch of the armed forces that suffered losses during the first world conflict.

At the Scottish-American War Memorial 12 men from *Hawkins* and *Meredith* participated in memorial services. As many of their shipmates and American tourists joined with a multitude of Scotsmen in paying tribute to the dead, the "Star Spangled Banner" was played by the Royal Marine Band. This was followed by an address and placing of a wreath on the monument.

The impressive and much-admired Scottish-American war memorial to Scotch dead of World War I was presented by subscribers in the U.S. of Scottish blood. The chief feature is the seated figure of a young kilted soldier, gazing upward, and emblematic of youthful aspiration, military ardor and patriotic devotion. The ceremony marked the first time that a U.S. Navy unit acted as honor guard. Additional U.S. Navy background for the memorial lies in the fact that the model for the kilted Scots soldier was a Navy man, Chief Quartermaster Murray Forbes, USNR. (See *ALL HANDS*, April 1950, p. 41).

During the visit of the ships to the Scots capital a basketball team representing *Hamul*, *Hawkins* and *Meredith* played a group of Scots basketweavers. Court for the encounter was the amphitheatre in Princes Street Gardens, in the shadow of Edinburgh Castle. The "Yanks" lost the game—but gained much in prestige by their fine sportsmanship, witnessed by several thousand spectators who turned out for the game. —Kenneth Barnsdale, JO1, USN.



COMBAT READINESS has always been goal of Navy's 'weekend warriors.' This preparedness is already paying off.

Organized Reserve Is Trained and Ready

RESERVE manpower is one of the first essentials of the military defenses of a nation in this modern age.

In a democracy geared to a peacetime economy, a mobilization call will find the nation's Regular forces inadequate to meet its immediate requirements. It's at this time that the country's armed forces team must be able to turn to its Reserves, to fill the requirements for trained personnel quickly and efficiently.

In the naval organization, when a call goes out for more trained men, the component which is able to answer this demand most quickly is the Organized Naval Reserve. It is from this source primarily that the Navy is building up its strength to meet the requirements for expansion following the invasion of the Republic of Korea and the resulting international crisis.

"Today," says Rear Admiral Ralph S. Riggs, USN, Assistant Chief of Naval Operations (Naval Reserve), "we have the strongest Naval Reserve forces of any nation in the world."

There are more than a million officers and enlisted men in the Naval

Reserve family, including the Fleet Reserve, the Merchant Marine Naval Reserve, the Volunteer Reserve—and the Organized Reserve, which has earned the title "ready Reserve."

The Organized Reserve is the regular drilling component in the USNR family, in which members receive a day's service pay for each drill attended. The organized component has already passed the 90 per cent mark towards its quota goal of personnel strength.

Geographically the Organized Reserve is nation-wide in scope. It is not limited to port cities able to accommodate warships and dock yards.

In Eureka, Calif., for example, you'll find an Organized Electronic Company. In Gulfport, Miss., you'll run across a Cargo Handling Company. Amarillo, Tex., has its Seabee Company, and Vienna, W. Va., has its Communications Supplementary Activities Group. Port Newark, N.J., has its Ship Repair Division; Niagara Falls, N.Y., is the location of an Organized Air Reserve station, and Hannibal, Mo., accommodates a Reserve Surface Division.

The biggest training activity of the

Organized Reserve is its surface component. This is the activity which provides enlisted rate-training for the important "emergency service rates" of the inactive Reserve, ranging from machinist's mates and metalsmiths to boilermens and cooks.

Its officer members function as instructors and administrative personnel. In addition to the regular members of these divisions, a certain quota of Volunteer Reservists are permitted to "associate" themselves with the units, both in a drill pay and non-drill pay status.

The principal rate training facilities of the Surface Reserve are more than 300 training centers, or NRTC's, and several score of Navy vessels, ranging from destroyers to PCE's. The ships have been specifically commissioned for Reserve training, under the cognizance of naval district commandants.

Physically qualified for unlimited duty afloat and overseas, the Organized Reservists receive both classroom and on-the-job training to prepare themselves for the specialized duties of shipboard life.

The long-range building program



WELL-PLANNED program enables Reservists to receive both classroom and on-the-job training to prepare them fully for the rigors of shipboard life.

to complete the NRTC's, which started shortly after the end of World War II, is now complete, providing the nation with a chain of modern, well-equipped facilities to train both the Naval and Marine Corps Reservists.

Closely allied to the surface component, and similar in its training organization, is the Organized Submarine Reserve. Studying the intricacies of guppy submarines, snorkeling maneuvers and hunter-killer defense techniques, the undersea Reservists train to qualify themselves in all phases of submarine warfare, and earn the right to wear the dolphin insignia.

Undersea Reservists are given specialized training, both in rank and rate, sharing certain NRTCs with surface divisions. They also learn the "feel" of undersea life aboard permanently moored submarines, which have been assigned to districts for Reserve training.

Unlike the Organized Surface Reserve, which is a training organization for enlisted ratings and strikers, officers are also trained in the Submarine Reserve for specific command and operational assignments. These submarine officer-training sections are attached to the submarine divisions.

A recent addition to the Organized Naval Reserve are satellite units

for women. Previously, the only Waves in Organized Reserve units were the limited numbers assigned to communications supplementary activities and naval intelligence programs. Other Waves serve in associate billets in the Organized Reserve's submarine, surface and air programs.

The rating groups among enlisted women who are now being trained at weekly drills in NRTCs include the following: personnel man, general storekeeper, disbursing clerk, hospital corpsman, and radioman.

In addition to the divisions of the Surface and Submarine Reserve, the program provides for the establishment of brigade and battalion staffs, which are primarily administrative set-ups in large cities to coordinate the activities of Reserve divisions.

A brigade staff is authorized in those cities where two or more battalions have been allocated. A battalion staff is set up in cities where several Reserve divisions are in training.

Besides the Navy crews needed to operate the ships, there must be qualified men to maintain and repair the vessels. The Reserve training activities which prepare personnel for this job are the Ship Repair Divisions.

Each of these divisions forms an organized nucleus of a ship repair unit which can expand to full

strength on mobilization by the addition of appropriate ranks and ratings from the Volunteer Reserve.

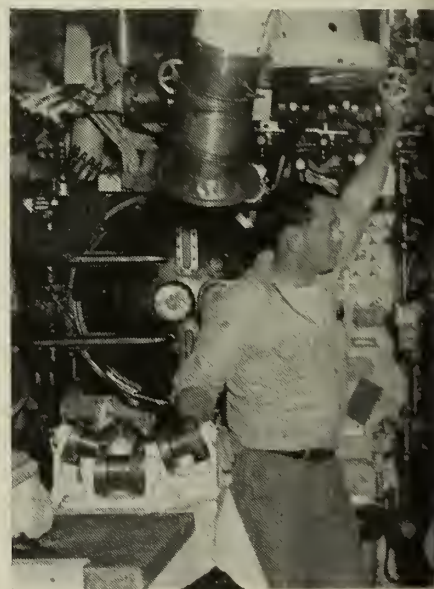
A ship repair division is divided into a hull department, where trainees study welding, blacksmith, ship-fitting, sheet metal and carpentry assignments; an ordnance department, which contains fire control and gunnery shops; a machinery department with diesel, foundry, boiler, refrigeration and "inside" and "outside" shops. The electric department contains electric, gyro, radio and sound shops; and the administrative department has supply, disbursing, medical and clerical facilities.

The Organized Naval Reserve's air arm is an efficient, smoothly functioning activity of "Sunday Fliers" and "weekend warriors" who have proved their combat readiness.

Indicative of the readiness and high morale of the Organized Air Reserve is Fighter Squadron 781, which was the first Organized Reserve unit in the Nation to volunteer its services as a unit in the international crisis brought about by the Korean invasion.

All 24 of the pilots of this squadron, and a large number of the 70 enlisted men assigned to the outfit, immediately volunteered to leave their civilian jobs and return to active duty.

In the Air Reserve there is a network of naval air stations and Naval Air Reserve Training Units (NARTUs)



UNDERSEA Reservists train to qualify all phases of submarine warfare—off-

stretching from Squantum, Mass., to Spokane, Wash., with intermediate stops geographically situated to reach the largest number of Organized Reservists.

These Reservists are divided into attack, patrol, transport, fighter, and airship squadrons, plus FASRons, which are Fleet Aircraft Service Squadrons.

The weekend warriors now fly all-jet Navy fighters, the FH *Phantom* and FJ *Fury*, the latest conventional type fighter planes, the F8F *Bearcat*, as well as aircraft proved in World War II combat.

The hub of the Navy's airship Reserve activities is at NAS Lakehurst, N. J. Three Reserve squadrons are based here, while another is based at NAS Squantum, Mass., and the fifth at NAS Akron, Ohio. Each squadron has its own K-type airship.

The above training activities of the Organized Reserve drill at night on a weekly schedule or, in the case of the Air Reserve, on the basis of four drills a month, on weekends.

These are considered the "rate training" activities of the Reserve, and consequently require intensive instruction, which includes rotational annual training at shore stations, and aboard District Reserve and fleet ships.

Training on a less intensive scale are other activities of the Reserve which are considered "group training" units. These units drill twice a



OLD HAND explains the operation of feed pump in a tin can's engine room to a young Reserve seaman recruit taking his first summer training cruise.

month with pay, and also participate in the annual training programs.

Largest of the group training activities is the Organized Seabee Reserve, which has recently undergone a complete reorganization, aimed to improve its training for Group VIII ratings and facilitate the advancement of enlisted personnel.

The Seabees have as their instructors officers who are members of the Civil Engineer Corps Reserve. The CEC Reservists are highly qualified as specialists for the various duties of construction battalions, ranging from building bridges and highways to removing mountains of earth in order to construct airfields.

Another highly specialized program is the Reserve Communications Supplementary Activities group, which includes in its training the general field of communications and associated tasks. It is open to officers who are specialists in communications, electronics, intelligence and Combat Information Center personnel, plus the enlisted ratings of communications technician, aerographer's mate, photographer's mate and engineman.

In the overall program of military and naval preparedness, the job of supplying our forces is a tremendous logistics problem. This job involves cargo handling, and that's why the Organized Reserve has established

companies to train cargo handlers.

Members of cargo handling companies receive extensive training in all phases of dock work, rigging, ship loading and unloading, and storage. Also included in this program are Marine Terminal Groups, which have been organized on the east and west coasts.

New this year to the Organized Reserve is a brand-new training program, building up a source of highly important electronics personnel. This activity is a graduate of the Volunteer Reserve. Until recently, only Volunteer Electronic Warfare units were authorized, but the enthusiastic response to this program, combined with the needs of the service, resulted in establishment of Organized Electronics Companies.

These companies are furnished with operational radio and radar equipment and technical training equipment in the field of sonar, or underwater sound detection. They are also fitted with emergency communications and power generating equipment for use in event of local disaster or emergency.

The last of the Reserve activities in the bi-weekly training group is the Organized Intelligence Program, which has been established in each naval district (including Alaska, Hawaii, and Puerto Rico).

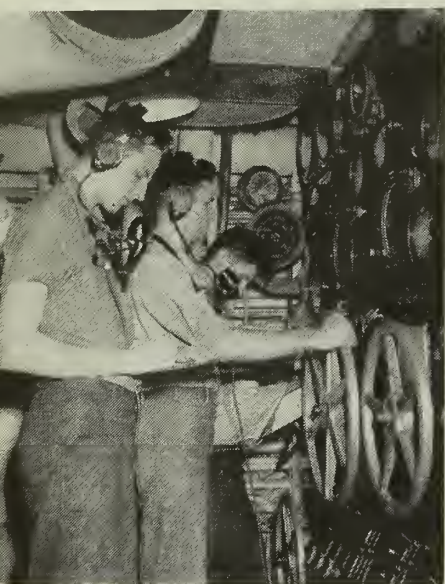
This activity trains both officer and



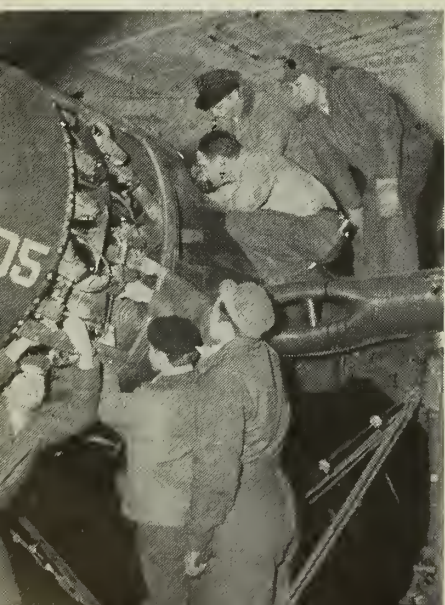
ve and defensive, and earn the right to wear the famed dolphin insignie.



COMBOS of Regulars and USNRs serve to speed up on-the-job training.



TRAINED Reserve is the power behind our nation's 'first line of defense.'



enlisted personnel. Intelligence work includes investigations, interviews, preparation of special studies, research, and administrative assignments connected with the training and supervision of other Naval Reserve intelligence personnel.

In all of the preceding Organized programs which have been mentioned, the Reservists who receive training are largely enlisted personnel. However, the Organized Reserve also has a number of programs which consist of small groups composed mainly of officers, who are trained as "cadres" of instructors. Among these are Advance Base Command Groups, Military Sea Transportation Service, Amphibious Beach Groups and Ship Supply Officer Groups.

The terms *Lion*, *Cub* and *Acorn* are familiar to all veterans of the Pacific. They are now a part of the Organized Reserve's Advance Base Command Program.

Their training covers the study of the function of such bases, including requirements to support combat operation, command relations, methods of base development, the importance of logistic support, billeting and dealing with local inhabitants, and the functions of military government.

In the field of ocean transportation, the Organized Reserve has established the MSTS Reserve. MSTS stands for Military Sea Transportation Service, which is a unified agency under the command of the Navy, operating vessels of the former Naval Transportation Service, plus civilian-manned naval tankers and vessels previously operated by the Army or under Army charters.

The Organized Reserve's MSTS program aims to provide instruction to officer Reservists in the field of sea transportation, port director officers, and such related billets as CARO (convoy and routing officers).

Another small but vital officer-training program is that made up of Amphibious Beach Groups. Its members are trained to form the nucleus of amphibious groups in the event of mobilization. These groups are open to personnel who have had experience or training in the organizations of shore parties, beach parties and general amphibious operations.

Fittingly enough, this round-up on the Organized Reserve's training program is completed with the most recently established activity which

has to do with reactivation of the Reserve fleet. The program is made up of Ship Supply Officer Groups.

Trained to supply a reactivated "mothball" fleet in a period of national emergency, the members are instructed on how to take "pickeled" ships out of their preserved status and to serve as instructors in the gigantic task of reactivation and supply.

The development of the Organized Reserve, like that of the entire Naval Reserve program, has drawn forth the praise of high officials in both the government and the armed forces.

Typical of the expressed attitude is that of Rear Admiral Irving M. McQuiston, USNR, who is the military executive officer of the Civilian Components Policy Board, and, incidentally, the only Naval Reserve flag officer on active duty.

"I am squarely behind the Naval Reserve program—100 per cent," he says. "The taxpayer is getting more security for his dollar from this source than by any other means."

Reserves and Regulars Relationship Outlined

The following statement by Rear Admiral Ralph S. Riggs, USN, Assistant Chief of Naval Operations (Naval Reserve) summarizes briefly the feeling of Regular Navy officials concerning the Naval Reserve:

"During the last war more than 3½ million Reservists, men and women, served on active duty with the Navy alone. The ratio of civilians on active military duty to men of the Regular Navy was 10 to one. This should be sufficient evidence that it is incumbent upon the Naval Establishment to provide a well-trained Reserve, which can operate with efficiency side by side with our Regular forces."

In a report on the Naval Reserve, Captain J. H. Shultz, USN, Assistant Chief of Naval Personnel for Naval Reserve, has this to say:

"Integration of the Naval Reserve with the Navy continues to be stressed. This is the case at all levels—the Navy Department, Naval Districts and the Fleet."

Revision of MATS Peacetime Missions

IN ORDER to cope with any future emergency comparable to the recent blockade of Berlin, the Military Air Transport Service (MATs) has completed a sweeping revision of its missions.

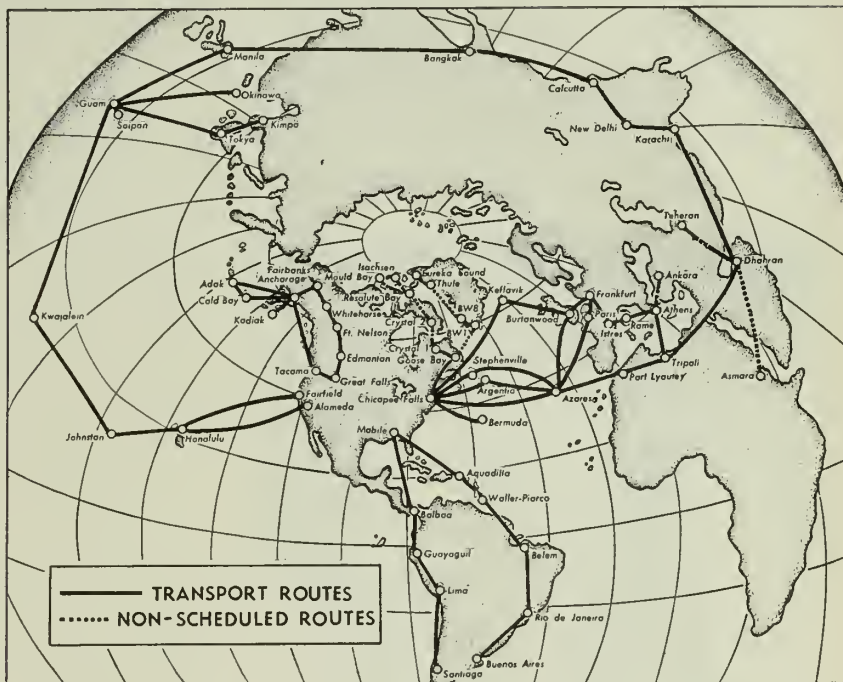
Its purpose: to give the U. S. a "force-in-being," an airlift which will be ready at a moment's notice to shoulder an air supply operation of considerable size anywhere around the globe.

To accomplish this objective, MATS is now concentrating on training its flight crews to fly their big transports over any route and into any MATS field in the world at the drop of a roadblock.

(Editor's note—Here's what MATS was doing and planning when the Korean troubles came, changing some features of this story. But since most of these policies can be expected to be put into effect in peacetime, you will derive much information from it.)

Despite its increased training job, however, MATS will continue to maintain its schedule of overseas flights under the new provisions and there will be no decrease in present ton-mile capabilities, due mainly to the fact that new, larger planes will be added during 1950.

•The new planes will be C-97A *Stratofreighters*, transports which set several records for tons-carried during the days of the Berlin lift. The C-97 is a four-engined plane with two cargo decks capable of carrying 39,000 pounds of freight.



INTERNATIONAL flights will be maintained under the new provisions and, due to the new aircraft being added, cargo tonnages flown will increase.

Nine of the new *Stratofreighters* will be put to work in the MATS Atlantic Division and are expected to be the workhorses of the transport service in the future.

Domestic flights for personnel, except for certain air evacuation services and trunk-line cargo hauls, will be discontinued as a result of the reshuffling of missions.

In brief, here is what the changes in MATS operations will include:

- Revision of aircraft and flying hour allocations to provide training for nearly twice as many air crews.

- A program to develop greater continuity in air crew training, a program which can be rapidly and efficiently expanded if necessary.

- Discontinuance of "feeder" transport service based at Air Materiel Command depots.

- Discontinuance of scheduled transport service within the U. S. except as noted above.

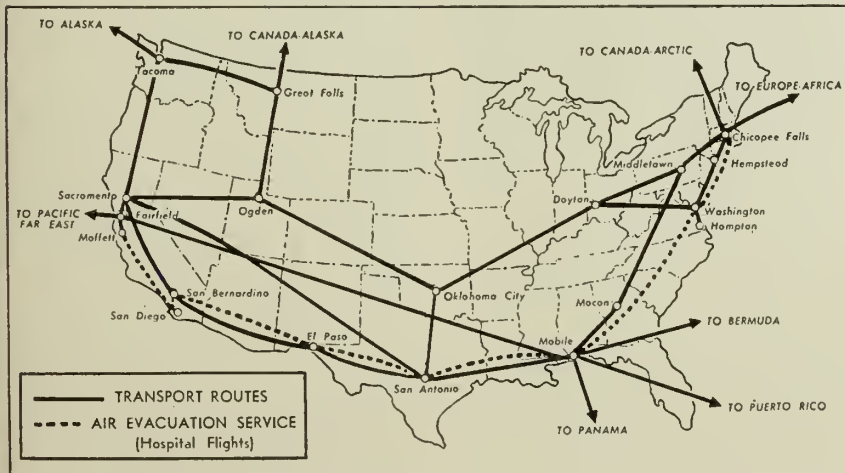
- Discontinuance or reduction of scheduled flights down the west and east coasts of South America.

- Closing of certain Flight Advisory Centers in France and Italy.

- Reduction in resupply flights to jointly operated Canadian U.S. weather bureau stations in north-east Canada.

Actually, thanks to the big, new planes scheduled for delivery, the revision of missions will result not in less but in greater tonnages being flown to armed forces personnel. This means that the Navy man overseas will continue to get the indirect privileges he now enjoys from MATS far-flung operations.

These benefits include quick delivery of mail, air evacuation to a hospital in case of accident or dis-



DOMESTIC flights will discontinue the transportation of personnel in all but a few special cases as a result of the reshuffling of missions.

Facing Reenlistment Physical, Chief Loses 106 Pounds with Diet

To meet the requirements of a physical exam for reenlistment, a chief torpedoman's mate on board the submarine tender *uss Sperry* (AS 12) went on a reducing spree that saw 16 inches disappear from his waistline and three and a half inches from his collar. Total loss of weight through the self-imposed "reenlistment diet"; 106 pounds.

The story of the shrinking chief—Marvin E. Brock-

man TMC, usn—goes back some months to one day in *Sperry's* CPO quarters. Brockman, sipping a cup of well-sugared coffee, listened with interest while another chief sang the blues about the rough reenlistment physical. In particular, the ship's doctor had had some sharp comments about excess weight.

Now the other chief was big, but not when compared to Chief Brockman. Around the waist Brockman measured 53 inches, and a size 20 collar fitted him very snugly indeed. His rotund figure tipped the scales at 310 pounds.

Slipping out of CPO quarters as quietly as any 310-pounder could, Brockman headed for sick bay for a heart-to-heart talk with the medical officer. He came out a man of determination. Reenlistment was six months away, he told his bunkmates in CPO quarters, and he was on a diet. No potatoes, gravy, bread, butter, or sweets any more. No snacks between meals.

He stuck to his words, applying a rigid will power that allowed of no deviation from the straight and narrow diet course. At the end of five months, one month ahead of his reenlistment, his weight had wilted from 310 to 204 pounds, his 53-inch belt was notched back to a relatively trim 37, his size 20 collar gave way to size 16½. His six-foot frame was shipshape again.

Although the chief had to buy a complete set of new uniforms, putting quite a dent into his bank account, he says that the diet, besides keeping him in the Navy, now has him feeling great. He's a new man and looks it.

"There isn't a thing a man can't do," says the chief who really enjoys his steaks thick and with all the trimmings, "once he sets his mind to it."



BEFORE—310 lbs.

AFTER—204 lbs.

ease and the receipt of necessary supplies and equipment in a hurry.

Personnel stationed in Alaska will see no decrease in the number of MATS planes flying into the far-north area although they may see a change in the familiar faces of pilots and crewmen. Crews on this run as well as on other runs will be rotated more often so as to give training to personnel from other divisions.

Under the new provisions, however, personnel on leave will find it more difficult to fly MATS. Space available for those with a Class 4 priority (the priority given those on leave) has been drastically reduced. Navy men may have to look elsewhere in most cases for transportation (see *ALL HANDS*, July 1950, p. 7).

At the present time, approximately 2,700 of the total of 23,400 military personnel in the transport phase of MATS operations, or roughly, 12 per cent, are Navy airmen. MATS has an additional 26,300 Air Force

personnel providing technical support services (air communications, weather, rescue and flight monitoring).

MATS was established in June 1948 by a directive of the Secretary of Defense.

Almost immediately, the fledgling transport service was called upon to meet the challenge of the Russian blockade of Berlin. Setting aside its plans for normal operations and development, MATS committed all of its resources—air crews, aircraft and technical experience—to the support of the Berlin airlift.

With the end of the airlift a year later, MATS was able to "phase out" its units from the airlift and to regroup itself in order to resume normal scheduled operations. This it did and is now organized as an integrated air route command, providing both scheduled and strategic airlift operations through its three transport divisions.

As an essential element of the Department of Defense (MATS was the

first example of unification of the services), MATS provides organizational training and development of advanced procedures in the fields of air transport and technical services.

It is a working nucleus for mobilization expansion with operating bases and stockpiling overseas.

Exotic Hobby Blossoms

There are Navymen who lift barbells in their spare time, others who collect stamps—and those who raise orchids. One of the last-mentioned—and maybe the only one—is Charles E. Atkinson, PN2, on duty at the U.S. Naval Air Station, Los Alamitos, Calif.

Atkinson doesn't raise his orchids at the air station, but at his home in Balboa, Calif. He has built a small greenhouse at his home for that purpose. Atkinson doesn't recommend orchid-growing as a hobby for men serving aboard ship. It's hard to get official sanction for a greenhouse on the boat deck.

LETTERS TO THE EDITOR

You Can't Have Your Cake . . .

SIR: Articles A-4316 and C-9203, BuPers Manual, state that "payment of money allowance for quarters will be made to each enlisted person of the first, second and third (now seventh, sixth and fifth) pay grades having a dependent. The term dependent includes at all times and in all places, a lawful wife and unmarried children under 21 years of age."

My question is this: Is a person who has obtained an interlocutory decree of divorce still entitled to receive BAQ until the divorce is declared final?—R. N. S., YNC, USN.

• *An interlocutory judgment of annulment or divorce, in some states, and a decree a mensa et thoro in other states, do not legally terminate a marriage, and the contracting parties remain legally married until entry of a final judgment three months, six months or a year or more following the interim judgment, the period varying in different states. However, the Comptroller General has ruled that a member of the armed forces may not receive increased allowances for a lawful wife during such interim unless he contributes an adequate amount for her support. Such support may be furnished by allotment or personal contributions.*—Ed.

Wants Guided Missiles Training

SIR: I would like to get the necessary information pertaining to the qualifications and applications to the U.S. Naval School of Guided Missiles.

I understand that the Bureau of Naval Personnel will not accept individual requests but will select candidates from nominations submitted by Service Force Commanders. How can I get on this nomination list?—W. O. F., GMC, USN.

• *Requirements for the training of gunner's mates at the Naval School, Guided Missiles, are extremely limited for the present and immediate future. It is not anticipated that BuPers will request the Service Force Commanders to nominate gunner's mates candidates for the class convening 2 Oct 1950. About all you can do is await the call for volunteers from Service Force Commanders before submitting your application for guided missiles training.*—Ed.

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letters to: Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

No Warrant Appointments Open

SIR: Is it possible to obtain an appointment as warrant officer (pay clerk) in the Naval Reserve? If so, what is the procedure?—L. G., SKGC, USNR.

• *No warrant appointments are being made in the U.S. Naval Reserve at the present time. Since there are a sufficient number of warrant officers on the rolls of the Naval Reserve, it is not anticipated that the procurement of warrant officers in the Naval Reserve will be authorized in the near future.*—Ed.

Classification of Reserve Officers

SIR: I would appreciate information concerning the classification SA for commissioned officers of the Naval Reserve. It is my understanding that such classification is to designate a limited special service officer. In the specific case in question, the SA classification was given because the officer did not meet the visual requirements which had been set up for commissioned status. What billets are such officers qualified to fill during national emergencies? How closely does BuPers follow such classifications in assigning officers to duties in wartime?

Also, how does this classification differ from an S classification?—A.P.F., LTJG, USNR.

• *The SA classification has been replaced by the designator 1355. This is defined as "An unrestricted line officer who is a member of the aeronautical organization not on duty involving flying."*

The S classification has been replaced by the designator 1105, which is defined as "An unrestricted line officer not a member of the aeronautical organization."

An officer bearing the designator 1355 is eligible to fill any billet within the aeronautical organization for which he is considered qualified. An officer bearing the designator 1105 is eligible to fill any general line billet outside the aeronautical organization for which considered qualified.—Ed.

Eligible to Be Advanced?

SIR: (1) Would a letter of commendation issued to a YNC by CinCPac for performance of duty in actual combat with the enemy make the man eligible to be advanced to the next higher grade when placed on the honorary retired list as outlined in Art. H-6306, BuPers Manual? If so, to what rank would he be advanced?

(2) Art. 54392, Volume 5, BuSandA Manual, states that an active duty Reservist is not entitled to lump sum leave payment when discharged for the purpose of enlisting in the Regular Navy. Can this unused leave be carried forward to the new service record?

(3) Would a stationkeeper Naval Reservist serving in a NARTU be assigned a service type code of 64 or 88?—G. S. L., PN1, USN.

• (1) *No. To be entitled to advancement to the next higher grade when placed on the honorary retired list a person must have been commended by the head of an executive department—the Secretary of the Navy in this case—for performance of duty in actual combat with the enemy.*

(2) *The unused leave of an active duty Reservist who is discharged for the purpose of enlisting in the Regular Navy can be carried forward to the new enlistment, provided the discharge is prior to normal expiration of Reserve enlistment, and provided further that duty while in the Reserve has been active duty which would entitle the person to accrual of leave in accordance with Art. C-6102, BuPers Manual.*

(3) *Code number 64. The code number 88 applies to members of the Reserve in a drilling status, such as members of the Organized Naval Air Reserve.*—Ed.

Indefinite Reenlistments

SIR: I have a cousin in the Army who reenlisted for an indefinite period. Can a person do that in the Navy? If not, would you kindly explain the Navy's policy regarding such a reenlistment?—C. F. H., QM1, USN.

• *No can do, in the Navy. The Navy's policy regarding reenlistments is as follows: "Except when reenlistments for shorter periods are authorized by the Chief of Naval Personnel, reenlistment under continuous service shall be for a term of four or six years at the option of the individual concerned."*—Ed.

Allowance for Trailer Travel?

SIR: Having read the March ALL HANDS article covering the Great Lakes trailer park, and MSgt Smith's letter in the May issue, I think it only appropriate that my familiarity with accommodations in Boston, Mass., and Newport, R.I., be made available. I will be happy to pass the dope on to anyone who expects to hit these ports, if they will write me at this address: C. H. Evans, BMC, USS Shenandoah (AD 26), c/o FPO, New York, N. Y. Inquirer should enclose a stamped self-addressed envelope.

I am also curious to know whether or not the subject of travel reimbursement for military personnel moving their house trailers has ever been broached in official circles. The government has been relieved of a sizeable amount of trouble and expense by these people, and their number is increasing daily. I am of the opinion that we should be allowed some extra travel allowance. Please don't consider this a gripe, but as a query and a suggestion.

After two years in a trailer, my family and I are heartily agreed that we should have become trailerites a long time sooner.—C. H. E., BMC, USN.

• Thank you for your kind offer to pass on information about trailer park facilities in the Boston and Newport areas.

As far as we have been able to determine, the subject of extra travel allowance for personnel moving house trailers has not come under consideration. It is felt that payment of travel allowance for the man traveling under orders by automobile and additional reimbursement for travel of dependents should cover the expenses incurred in transporting the trailer. However, it is true that the government is spared the cost of packing and moving household furnishings in cases like yours, and we here at ALL HANDS realize that driving an automobile with a house trailer in tow is considerably more expensive than normal touring. But for now at least, it looks like having your home and its contents on hand when you arrive at your new station will be the extent of your extra compensation for moving them.—ED.

Wearing of Rating Badges

SIR: What is the regulation for wearing rating badges on chiefs' khaki shirts?—R. R. L., ACC, USN.

• This regulation, as well as all others pertaining to Navy uniforms, may be found in "United States Navy Uniform Regulations," a copy of which is in your ship's office.

In this case, Uniform Regs says that the khaki-and-blue chiefs insignia shall be worn on khaki working shirts and on khaki cotton coats (see page 9-6).—ED.



NATIONAL ENSIGN is saluted when boarding naval vessels only when flag is flying.

Keeping the Ship's Log

SIR: The following point has been under discussion and is referred to you for clarification. It is believed that this question has come up many times in the service and that a correct solution will be appreciated by a great many quartermasters.

Which figure is to be placed in column "8" of the "columns page" in the ship's log, the "velocity" of the wind in knots or the Beaufort Scale "force" as determined by entering the table with the wind velocity in knots?

Paragraph (7) of the directions for keeping the ship's log states "In the eighth blank column, headed 'Wind (True),' 'Force (knots),' is to be entered the estimated force or strength of the wind in knots for the respective hours, according to the table, . . ." (Italics supplied).

It is realized that many fine points of argument exist, but the main one seems to be whether or not "force" and "velocity" are the same quantity. Will you please either set me straight with regard to this question or let me know where the definite answer may be found?—C. E. B., JR., LCDR, USN.

• The figure entered in column 8 of the ship's log columnar data sheet should be the number representing the velocity of the wind in knots, determined by reading the anemometer aboard ship where one is available.

Where an anemometer is not available the force (knots) is estimated by determining into which of the categories described in Beaufort's Scale existing sea conditions fall, and converting this category to knots by use of the conversion table referred to in the instructions.

These instructions will be clarified in the revision of instructions for keeping the log now under preparation.—ED.

Saluting After Sunset

SIR: Navy Regs of 1948 states that "each person in the naval service, upon coming aboard a ship of the Navy, shall salute the national ensign if it is flying."

What's the story? Have they done away with saluting the quarterdeck from sunset to morning quarters?—M. L. K., QMC, USN.

• That's right, chief. It is not now required to salute the national ensign (the quarterdeck, in other words) if you arrive on the quarterdeck between sunset (when the ensign is lowered) and morning quarters (when it is raised once more).

This recent change in an old custom was decided upon by the Navy Regulations Board in 1948. The board felt that "the salute to the ensign when the colors are not flying has no meaning."

This change, however, has no effect upon the usual salute to the officer of the deck. The officer of the deck on any ship will be saluted each time a Navy man boards or leaves a ship, regardless of the hour.—ED.

Maximum Mark Assigned

SIR: Information is requested as to the maximum mark to be assigned in proficiency and conduct upon transfer within a quarterly period in which a member has already been assigned a proficiency and conduct mark of 3.0 and 1.5 respectively, because of a single offense during the quarter, resulting in an approved sentence of deck court proceedings.

I have noticed that some stations do assign a transfer mark in proficiency and conduct no higher than the lowest such marks already established within the quarter; others appear to assign marks in proficiency and conduct on transfer disregarding marks established because of offenses committed. It would appear to me that the transfer mark in proficiency and conduct would not exceed 3.0 and 1.5, respectively.—C. L. L., PNC, USN.

• Marks in conduct and proficiency in rate assigned personnel upon transfer are not restricted by previously assigned low marks which were assigned as a result of disciplinary action during the quarter in which the transfer occurred. Low marks assigned due to disciplinary action, however, do restrict the quarterly (periodic) marks, in that the representative marks for proficiency in rate, conduct and leadership may not exceed the lowest marks assigned as a result of disciplinary action or unsatisfactory performance of duty during the quarter (period) concerned. (See Article C-7821 (12) (a), BuPers Manual.)

Example: Seaman Jones was assigned marks of 3.0 in proficiency in rate and 1.5 in conduct on 10 Jan 1950 as a result of conviction by deck court. Jones

committed no offenses and his performance of duty was exemplary during the period from 11 January until his transfer on 15 Feb 1950, at which time he was assigned marks of 3.9 in proficiency in rate and 4.0 in conduct. Jones' new commanding officer may assign him quarterly marks on 31 Mar 1950 not to exceed the lowest marks assigned as the result of disciplinary action or unsatisfactory performance of duty during the quarter which, in Jones' case, is 3.0 in proficiency in rate and 1.5 in conduct.—Ed.

Promotion of Reserve Ensigns

SIR: A recent article in the Naval Reserve Bulletin stated that all ensigns in the Naval Reserve whose date of rank was in fiscal 1947 were in the promotion zone and would be promoted without action by a promotion board, provided there were no adverse entries in their officers' jackets.

Does this mean that ensigns in the Naval Reserve effect permanent appointments at their respective Organized Naval Reserve units to the rank of lieutenant (junior grade) upon having completed three years in grade? I suspect there are a considerable number of officers in that promotion zone who are interested.—R. F. G., Ens, DL, USNR.

• Ensigns in the Naval Reserve become eligible for promotion three years from date of rank. Appointments are announced semi-annually and are delivered subject to the professional qualifications set forth in NavPers 10840. Announcements were being published starting in August 1950 to appoint those ensigns who were originally commissioned prior to 1 July 1947.—Ed.

Commendation for Hospital Corps

SIR: I was wondering whether you could give me any information concerning a commendation given to the Hospital Corps during the war. I understand it was the first time any such commendation had been awarded to a whole unit as such. Does this entitle an ex-corpsman to wear the Commendation Ribbon with no individual letter to verify it? I would greatly appreciate your clearing this point up.—G.B.H.

• The commendation addressed to the Hospital Corps as a whole by the Secretary of the Navy for service in World War II does not entitle any member of the Hospital Corps to wear the Commendation Ribbon. Wearing of the Commendation Ribbon is restricted to those who received individual letters of commendation from the Secretary of the Navy or a fleet commander with the rank of vice admiral or above.—Ed.

Stars and Ribbons

SIR: I have been in the Navy since 10 Mar 1938 and have continuous service. My conduct record has been 4.0 for all that time. I shipped over last month, completing 12 years. Now I have some questions.

(1) How many stars do I rate on my good conduct ribbon? When will I rate another one?

(2) Is there any notation made in my record to show whether I rate gold hashmarks? How is it determined whether I do or don't?

(3) Is it against regulations to have silk ribbons sewed to my blues? If so, what is the regulation?—R. S., BMC, USN.

• (1) Two stars. If you remain on continuous active service you will be entitled to another on 10 Mar 1953, assuming that you are otherwise qualified.

(2) No notation is made in your service record to show whether you rate gold hashmarks. You are automatically entitled to do so if you have completed 12 years' continuous active duty and maintained marks and qualifications equivalent to those necessary for the Good Conduct Medal.

(3) No. See Art. 12-1 (b) (4), U.S. Navy Uniform Regulations, 1947.—Ed.

No BAQ for Mother

SIR: When they passed the Career Compensation Act last year I was drawing as part of my total pay a dependence allowance for my mother.

Now that I am being paid instead under the new Act, I am told that I am no longer able to get a dependence allowance for her, although she is still entirely dependent upon me for her support, unless she actually lives where I am stationed.

My mother is 71, a widow and has been under a doctor's care for several years. She is unable to move around easily and it would be a great hardship for her to have to follow me around from base to base.

Is there any way that I can qualify to draw BAQ for her under the Career Compensation Act without her living where I am?—A.S.B., ENC, USN.

• Not at present. The Career Compensation Act, as passed by Congress, clearly states that your mother will be considered your dependent only if she "actually resides in (your) household." (ALL HANDS, July 1950, p. 7).

However, there is some hope that this section may be changed. The Personnel Policy Board of the Department of Defense is now considering a change which would ease "hardship cases" such as yours.

Ask your disbursing officer to tell you of any changes that are made in the regulations concerning dependent parents.—Ed.



GOOD CONDUCT MEDAL—Clasps slide over ribbon and are held in place by back bar.

Clasps on Good Conduct Medal

SIR: Would you please let me know how to put additional good conduct clasps on the Good Conduct Medal ribbon? At one time they used to pin on, but now they seem to slide on the ribbon. To do this it seems that the ribbon would have to be broken loose from the pin of the medal.—B.W.S., ADC, USN.

• The bar extending across the back of the clasp must be opened sufficiently to permit it to slide over the top of the ribbon bar. After the clasp has been placed properly on the ribbon, the back bar may be clamped against the ribbon, thus holding the clasp in place.

Good Conduct Clasps are worn on the suspension ribbon of the Good Conduct Medal in the order earned—that is, Second Award Clasp placed nearest the medal, Third Award Clasp next, and so on.—Ed.

Sharpshooter's Medal

SIR: On 31 July 1931 I qualified as a Navy sharpshooter. To date I have not received a medal nor a bar for this accomplishment. How may I obtain this medal? As an entry was made in my record at the time I qualified, am I still authorized to wear this medal, and have I also been authorized to do so since 31 July 1931?—A.J.J., LT, USN.

• U.S. Navy Small Arms Firing Regulations and Instructions, 1931, stated that enlisted personnel who draw extra compensation as expert rifleman, rifle sharpshooter and expert pistol shot will wear the appropriate distinguishing mark in accordance with the provisions of Uniform Regulations. Uniform Regulations, 1922, stated that the sharpshooter's medal is no longer issued. The distinguishing mark to be worn on the uniform of enlisted personnel is a square patch of cloth.

The Navy Department was not issuing a medal or bar at the time you were qualified as a rifle sharpshooter. You are, therefore, not entitled to this medal.—Ed.



USS WASHINGTON—RADM Wilcox was lost overboard from her early in World War II.

Admiral Lost from Battleship

SIR: In your letters to the editor section (ALL HANDS, June 1950, p. 24) your answer to the letter of C. S., MMC, USN, contains an inaccurate statement. It is true that no admiral was lost at sea from USS *Erie* (PG 50), but on 12-13 Nov 1942 *Erie* was not a member of the Guadalcanal Support Force. Another look at her smooth deck logs should show that on those dates *Erie* was torpedoed, burned and beached off the Island of Curacao, Dutch West Indies, while escorting a convoy from Trinidad to Guantanamo Bay.—F. J. B., Jr., LT, USN.

SIR: No admiral was lost at sea from USS *Erie*, but Rear Admiral Wilcox, who was Commander Special Service Squadron, with his flag on *Erie* in Panama in 1938-39, was lost overboard from either USS *Washington* (BB 56) or USS

North Carolina (BB 55) during the early part of World War II.—A. J. C., HMC, USN.

• Many of ALL HANDS' sharp-eyed readers caught this one, and minced no words in telling us about it. A revised report from the smooth deck logs section confirms what many readers already knew: that *Erie* was operating in the Caribbean on 12-13 Nov 1942. The admiral referred to in the original letter apparently was Rear Admiral John W. Wilcox, Jr., USN, serving as Commander Battleships, Atlantic Fleet. He was swept overboard during heavy weather on 27 Mar 1942, under normal cruise conditions.—Ed.

Training Stewardsmen

SIR: What is the program for the training of stewards in the Navy insofar as their new status is concerned? Some of us have low GCT marks and wonder if we will be given the benefit of a training program that would enable us to alter our status and thereby qualify for a higher rate or different rating.—E. & E., TA USN, and 15 other personnel.

• As far as your present rate or rating is involved, you have the same opportunities as any other rate or rating desiring a change. Bureau of Naval Personnel Circ. Ltr. 12-50, enclosure F (NDB, 31 Jan 1950), indicates the requirements to be met. A change in rating is based primarily on (1) needs of the service, (2) individual's training and experience with rate or rating requested, (3) commanding officer's recommendation.

The Naval School for Stewards, Class "A", is located at the Naval Supply Depot, Bayonne, New Jersey. Length of the course is 12 weeks and eligible personnel are TAs, TNs, and SD3s. Applicants should have a GCT score of 40 or above and be able to write legibly.

Requests for this school should be addressed via the chain of command to the Chief of Naval Personnel—Ed.

Desires Out-Service Training

SIR: (1) Is it possible for a member of the Hospital Corps to take a graduate course under the auspices of BuMed in a civilian institution with the idea of obtaining a bachelor of science in medicine?

(2) Is it possible for him to take advanced courses in a civilian institution in either chemistry or pharmacy while in the Navy?

(3) Is there any arrangement of years of obligated service that might be made that would enable a man to take advanced study?—J. S. B., HMC, USN.

• (1) No. The program under which the Navy supplied the funds for personnel to complete their college training has been ended.

(2) In certain cases, BuMed does provide for out-service training in a civilian institution after working hours provided the institution is near the man's duty station and provided the additional studies do not interfere with his Navy work. Request submitted to BuMed for such training must include letter of acceptance from the teaching institution, complete with cost of tuition and books needed for the course, and dates covered by the course.

(3) No. Such a system is not now available.

No doubt, Chief, you already know about the nine-month course in pharmacy and the one-year course in chemistry given by the Navy itself to qualified personnel.

In addition to this in-service training, a number of hospital corpsmen have acquired a Bachelor of Science degree in pharmacy by attending night school. Often this requires many years of effort and study due partly to the fact that a sailor isn't always ashore.—Ed.

Fleet Reserve Physicals

SIR: I have over 21 years' service and intend to go into the Fleet Reserve in the near future. What I want to know is:

(1) How often will I have to take a physical?

(2) If I fail to pass a physical, will I lose my retainer pay and what will be the result?

I don't know how many people I asked this question and never seem to get the same answer twice.—T. S. K., CTC, USN.

• (1) All enlisted personnel in the Fleet Reserve who have been transferred from the Regular Navy after 16 or more years of service therein, are examined physically at least once during each four year period. (See Art. H-9604, BuPers Manual)

(2) If the Fleet Reservist is found physically unfit for recall to active service, he is placed on the retired list on the first of the month following, with the same pay that he was receiving as retainer pay.—Ed.

POs at Class A Schools

SIR: I would appreciate any information you could give me on a rated storekeeper going to a Class A school.

We are informed at this station that a rated man cannot go to a Class A school, and that these schools are for non-rated men only. But we are getting seamen in every day from the school in Bayonne, N. J., who tell us that rated men were in their classes. I believe that it would be to the Navy's benefit and my own to go to this school.—T. W. J., SK3, USN.

• Class A schools are designed to cover the technical qualifications for PO3 and PO2. Therefore, seaman apprentices, seamen, and petty officers third class are eligible, as far as rate is concerned, to be enrolled. (See Art. D-2301 (1) (b), BuPers Manual.)

Submit an official request to the chief of Naval Personnel, via the chain of command.—Ed.

Reenlisting in USN from USNR

SIR: Is it possible to reenlist in USN from active duty in USNR as station-keeper, and retain the rate which you now have as stationkeeper?—R. W. C., YN1, USNR.

• No. In order that an individual's eligibility for enlistment in the Regular Navy may be determined, he must first submit his formal written application for enlistment at a Regular Navy recruiting station. The officer in charge will process his application and advise him regarding his eligibility for acceptance, as well as the rate in which enlistment may be made. Active duty service in the peacetime Naval Reserve has no bearing on an applicant's eligibility for acceptance, or rate in which enlistment may be effected.—ED.

Split in Telemans Rating Studied

SIR: In July 1949 the Navy was all set to split the rating of telemans to telemans and mail clerk. ALL HANDS even wrote an article on how the Navy was badly in need of qualified mailmen on its ships. I believe the Navy is still in need of qualified mailmen, and I would like to know if they are going to split the rating.

During the past two years I have known of at least 20 mailmen who have given up a career in the Navy due to the fact they did not know telemans duties, and could not advance in rating. I think the postal business is a field in itself, and should be treated as such. The only way to do this is to make it a separate rating. No man in his right mind wants to stay on a job if he can not be advanced in position, and that is exactly the situation that most mailmen in the Navy are in right now.—S. J. T., USN.

• The Navy has been studying the telemans rating for some time, and considering various proposals from Fleet commanders to establish a separate rating of postal clerk, transfer the mailman duties to personnel of another rating, or to assign postal duties to excess petty officers in various ratings. The proposal to establish a separate general service rating of postal clerk was disapproved on the grounds that such a rating would not constitute a service career comparable to other rating groups. The Chief of Naval Personnel has directed (1) "That no change be made at this time in the assignment of postal duties to other than the telemans rating. If, after further experience during the next year or two, the necessity for a general service rating of mailman is substantiated, such a proposal will be reconsidered." (2) "A study be made on the possibility and desirability of combining postal duties with the duties of other ratings instead of with the TE rating." This study is going on right now.—ED.

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying The Editor, All Hands Magazine, Room 1809, Bureau of Personnel, Navy Department, Washington 25, D. C. four or more months in advance.

• *uss Quincy* (CA 71)—Fourth annual officers' reunion is to be held in Washington, D.C., on 8 and 9 Sept 1950.

• *uss Donner* (LSD 20)—A reunion is being contemplated for some time in September, with New York City as the proposed location. All interested should get in touch with E. A. Zeller, 1037 Stewart St., Lincoln Park 25, Mich.

• *The B-21 Club*—Annual reunion of this organization composed of the one-time members of the permanent shore patrol stationed at the Sampson Naval Training Station, Sampson, N.Y., to be held 8, 9 and 10 Sept at Erie, Pa. Full information can be obtained from Officer Carl Englert, Erie Police Dept., Erie, Pa.

• *uss Baltimore* (CA 68)—A reunion will be held at the Hotel Capitol, New York City, on 30 Sept. The reunion committee promises a big "feed" with no waiting in line, and an opportunity for renewing old acquaintances. Contact C. J. Hladik, 714 Avenue A, Bayonne, N.J.

• *uss Bole* (DD 755)—All former crew members interested in holding a first annual reunion should write to Raymond E. Hebing, 124 Averill Ave., Rochester 20, N.Y. Place and date are still to be decided.

• *uss Asphalt* (IX 153)—The third annual reunion and memorial service will be held in New York City during the weekend of 6, 7 and 8 Oct 1950. For information, write Jerry M. Morse, 99 Ocean Ave., Brooklyn 25, N.Y.

• *uss Joseph T. Dickman* (APA 13, formerly AP 26)—Second annual

reunion is to be held on 28 Oct 1950 at the Bellevue Stratford Hotel, Philadelphia, Pa. All former shipmates who have not already been contacted write to Edward E. Anthony, 131 Emerald Ave., West Cape May, N.J.

• *uss LST 612*—All former shipmates interested in a reunion in the near future should write to Leo D. Walleit, Cedar Lane & Mt. Vista Rd., Kingsville, Md., stating preferred time and place.

• *uss Lexington* (CV 2)—A reunion is planned for 9 Sept 1950, with the Chicago Press Club as headquarters. All shipmates interested in attending should write LCDR H. S. Foote, Box 8, NAS Glenview, Ill., for further information if time permits.

• *uss Reclaimer* (ARS 42)—George Kosack, Jr., of 564 E. Jackson St., Joliet, Ill., would like to hear from any former members of this ship's crew.

• *uss Cleveland* (CL 55)—Former personnel of this cruiser who are interested in holding a reunion are requested to contact John A. Mulshine, 813 Cleveland Ave., Elizabeth, N.J.

• *uss Talladega* (APA 208)—All former shipmates interested in holding a reunion should contact John Spivey, Jr., 230 Matadero Ave., Palo Alto, Calif. Time and place are still to be decided.

• *uss Missouri* (BB 63)—Former shipmates interested in holding a reunion should contact James E. Pond, 262 S. 12th St., Lebanon, Ohio.

• *uss Zaniah* (AG 70)—All former shipmates interested in the annual reunion or in receiving the ship's publication, "Order of the Globe," should write to Phil Turner, PO Box 732, Tallahassee, Fla.

Flight Awards Still Available

SIR: (1) Can an enlisted man, upon reversion from commissioned status, obtain copies of his fitness reports? If so, by what procedure?

(2) Was the policy of awards, based on the number of missions flown during the war, adopted by the Navy? If so, are requests for individual aviator adjustments of awards still being accepted? If so, what is the procedure for submitting such requests?—J. M., ADC, USN.

• (1) Yes, it is possible for you to obtain copies of any part of your record. An officer or former officer desiring personal copies of any part of his record must make independent arrangements

to have such copies made. Each officer's record is available for review by the officer, or by any person who presents written authorization from the officer, at any time during working hours in room 3057, Bureau of Naval Personnel, Navy Department, Washington 25, D.C. Copies may be made at this time.

(2) Requests for individual aviation awards are still being accepted. These awards, based on strikes, flights and missions have been and are continuing to be made by the Navy Department for service during World War II. Your application should be addressed to the Chief of Naval Personnel, via the chain of command, Attention Pers-B4, Navy Department, Washington 25, D.C.—ED.

SERVICESCOPE

Brief news items about other branches of the armed services.

★ ★ ★

THE FAMOUS F-80 *Shooting Stars* which have become the Air Force's standard jet fighter, are seen 'most everywhere nowadays. Seven fighter groups are equipped with this 10-mile-per-minute plane, and most of them are abroad.

Alaska and portions of Europe and the Far East regularly come under the swift shadow of F-80 wings, and until 1948 one outfit now in Germany was stationed in Panama. Arctic approaches to North America are guarded by jets of the 57th Fighter Interceptor Group at Fairbanks. Several hundred *Shooting Stars* have been shipped direct to far eastern bases from the factory at Burbank, Calif., since World War II. The only U. S. jet group in Europe is the 36th Fighter Bomber Group at Furstenfeldbruck, Germany, which uses the same type of plane.

Besides operating in all latitudes, *Shooting Stars* operate in a great variety of jobs. The Air Force has two tactical reconnaissance squadrons of RF-80s—photographic versions of the combat planes. With aerial cameras replacing guns, these ships can photograph 100 square miles of the earth's surface at one time.

As a fighter-bomber the F-80 carries six nose guns and ammunition, besides two 1,000-pound bombs. As a rocket-carrying fighter, it has nose guns plus 10 five-inch high-velocity rockets under the wings. As an escort fighter it carries nose guns and is equipped with wingtip auxiliary fuel tanks.

More than 1,700 F-80s have been delivered to the military since 1945; when that plane went into production. A two-seated version of the *Shooting Star*, known as the T-33, is used as a training plane by the Navy and Marine Corps as well as the Air Force. This is America's only jet trainer.

★ ★ ★

STATIONED AT the Air Force's Hickam Field, Oahu, T.H., is a unit of men who dress like sailors, talk like sailors and operate sea-going craft. If it weren't for the corporal and sergeant stripes on their dungarees, they



CASTING OFF from Hickam dock is a group of seagoing airmen—salty members of the USAF's 1500th Boat Unit.



MAIL CALL—Young WAC recruits at Fort Lee, Virginia, cluster around mailroom hoping for that certain letter.

could easily be mistaken for seagoing U.S. Navy men on small boat detail.

Actually they are airmen—members of the Air Force's 1500th Boat Unit. Most of the personnel assigned to this organization are former members of the Navy, Coast Guard or Merchant Marine.

These airmen in bell bottom trousers operate four crash boats at Hickam, and a 63-foot boat at Johnston in addition to a number of smaller craft.

★ ★ ★

A NEW CARGO PLANE that promises to be a "jack-of-all-jobs" has been unveiled by the Air Force.

The unique craft — almost froglike in appearance — features a big, detachable belly section which can be unslung and wheeled away like a trailer being unhooked from a trailer-truck.

This detachable section, which is called a "pod," can be used for straight freight carrying or it can be adapted for such varied uses as a field hospital, communications center, refueling and repair shop or administrative headquarters. It is as spacious as a highway freight trailer—the large, economy-size jobs.

Another idea which the Air Force is thinking about is to stow a fully equipped landing craft inside the belly section, ready to be hauled out upon landing, put into the water and shoved off for a beachhead operation.

The new plane is designated the XC-120 *Pack Plane* and is a further development of planes like the C-119 *Packet* and the C-82 *Flying Boxcar*. A *Pack Plane* can carry 20,000 pounds of cargo in addition to her crew of five.

★ ★ ★

STUDENTS FROM SEVEN different nations are receiving training in the use, maintenance and repair of military equipment. The courses are being conducted by the U.S. Army, under the Mutual Defense Assistance Program. Approximately 200 students are attending at the different centers.

These new training courses are in addition to those being given at Army training centers in Germany, where some 1,600 officers and enlisted personnel from the

military forces of Belgium, Denmark, Luxembourg, France, Italy, The Netherlands and Norway are undergoing instruction.

The students selected from MDAP countries are familiar with the operation of similar weapons or equipment in their respective services. Upon completion of the courses at American training centers, they will return to their home stations to teach other troops the operation and care of the U.S.-made armament which is being shipped to them.

★ ★ ★

A VETERAN ARMY paratrooper has proved that he can jump out of an airplane more times in a single day than any other living human.

Sgt. John W. Swetich, a member of the famed 82nd Airborne Division, stationed at Fort Bragg, N.C., set a new world's record for consecutive parachute jumps when he leaped out of a Piper Cub no less than 123 times from dawn to midnight.

The highest known number of consecutive parachute jumps up to the time of Sgt. Swetich's feat was 105. This was an unofficial record claimed by Juan Iriarte of Brazil. The official world's record for consecutive jumps stood at 75 and was held by a Yugoslav.

Despite a sprained ankle which he sustained on his 51st jump, the sergeant kept climbing back into the plane to be taken aloft once more, there to jump again into the bullseye formed by the crowd that stood watching from the small airfield near Fort Bragg.

After each jump, a jeep rushed onto the field to pick Swetich up and carry him back to the plane for the next attempt. Throughout the grueling marathon, he averaged one jump each six minutes. He wore out six pilots in the process.

His reward for the new world's record—a three-day pass.

★ ★ ★

MID-JULY TO MID-AUGUST was a long hot spell for a group of Army Quartermaster Corps scientists and military personnel in California. They spent the period in the Furnace Creek area of Death Valley, where most thermometers would blow their tops at some time during a normal summer.

The operation was conducted solely for research to determine methods and principles for developing the best types of desert clothing. Now that the processes have been determined, stocks of experimental clothing will be developed. Actual testing of these clothes will be carried out by detachments of test troops.

Researchers lived and slept in the open, subsisting on canned Army rations. During the period in which they were in the area, the temperature would normally exceed 115 degrees on 15 days, exceed 120 degrees on five days and reach 124 degrees or higher on at least one day. Years back, the highest temperature officially recognized anywhere on earth was registered there—134 degrees.

The "subjects" were involved in studies of headgear as well as other kinds of clothing. They had crew haircuts with a small shaved area to which thermo-couples were attached for heat measurement.



COCOONED tanks at the Red River Arsenal await early shipment overseas under Military Aid Program.

A PROGRAM TO ACQUAINT ground tactical units with the firepower and reconnaissance capabilities of tactical aircraft, and to train commanders and staffs in the mechanics of obtaining close air support when required, is being undertaken by the Army and Air Force.

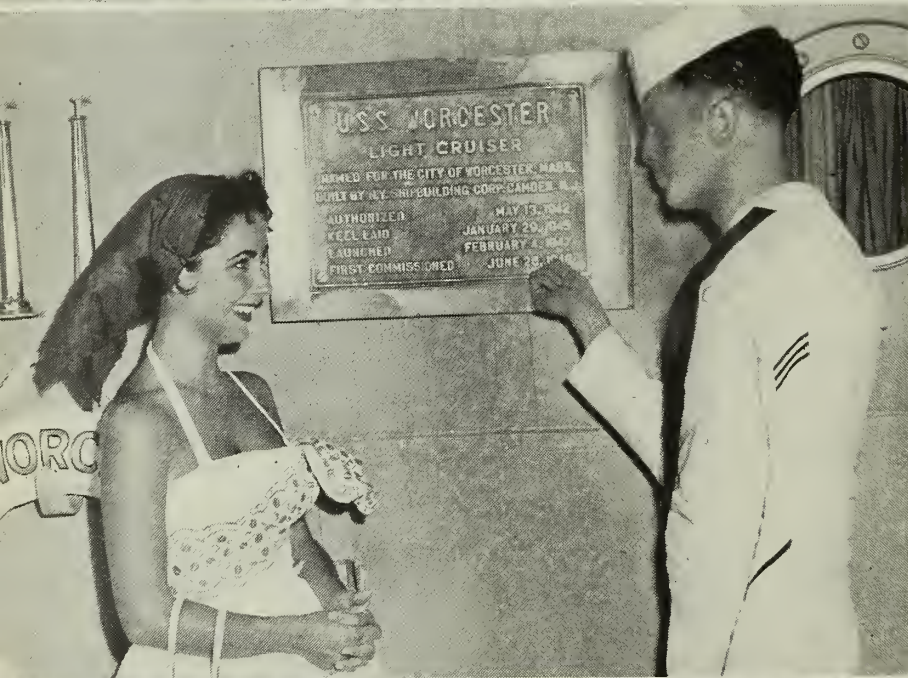
The exercises, employing battalion and regimental combat teams, will be centered around Fort Bragg, N. C.; Fort Hood, Texas; Pine Camp, N. Y.; Yakima, Wash.; Camp Carson, Colo.; Fort Benning, Ga.; Fort Devens, Mass.; and Fort Meade, Md. Air Force participation will normally be one squadron of F-84 *Thunderjet* fighter-bombers, RF-80 *Shooting Star* reconnaissance aircraft, and tactical control parties.

Experienced Air Force pilots will work as forward air controllers with units of the Army field forces. Plans are to fly Army personnel from regimental and battalion combat teams on orientation flights to enable them to see for themselves the capabilities of jet-propelled aircraft in close support roles.

Each exercise will be divided into two parts: a demonstration and an exercise. In the demonstration of tactical air support and how to obtain it, live ordnance—including 500-pound bombs, 5-inch rockets and machine guns, will be used. The exercise will be the actual employment of tactical air support by Army battalion combat teams in simulated combat.



AIR RESCUE Service and the Civil Air Patrol save 'crash victim' during this summer's joint training maneuvers.



TODAY'S NAVY

Navy's Peacetime Plan to Keep Its Powder Dry Resulted in Ready-for-Action Ammunition

"Keep your powder dry" is a bit of advice that the Navy followed profitably between the end of World War II and the beginning of armed UN resistance against Communist aggression in Korea.

Within a few hours after President Truman ordered U.S. forces to oppose the North Korean aggression, Navy ships were loading ready-for-action ammunition. The fact that these bombs, rockets, projectiles and cartridges were available and fully "alive" was the result of much planning. Ammunition, like eggs, is perishable—even under the best storage conditions.

Aside from purchasing the ammunition needed in training, all ammu-

nition funds available in the 1945-1950 period were employed in keeping reserve munitions serviceable. The value of such reserve stocks is approximately two and one-half billion dollars.

This problem of keeping stored ammunition ready for action is handled in a "quality control surveillance program," begun in 1945. The program involves periodic inspection and tests of ammunition stock, with laboratory equipment simulating service conditions.

Under modern methods the Bureau of Ordnance keeps tab on the condition of thousands of tons of ammunition. The cost of doing this is less than one-tenth of one per cent of the cost of the ammunition, per year. Ammunition is continuously being reconditioned—at a cost of approximately three per cent of the original cost.

← The Navy in Pictures

MORALE at NOB Kodiak is due for a big boost when EMs there complete the clubhouse they are building (top right). Top left: Five Reserve seaman recruit Waves from 5th ND are shown around the hospital ship USS *Consolation*. Left center: In Golfe de Juan, France, USS Worcester plays host to lovely Elizabeth Taylor. Bottom left: 14th ND Waves are given tour of Canadian destroyer HMCS *Cavuga*. Bottom right: Middies inspect the 'grog tub' on the historic USF *Constitution* in Boston. Right center: Fully recovered from a major operation performed at Bremerton Naval Hospital within one hour after his birth, John Francis leaves for home with his parents.

First Marines First on TV

Another "first" marked up for the U. S. Marines, involves—appropriately enough—the famed First Marine Division.

The troops, transported from Camp Pendleton to San Diego for transfer to the current Far East war area, were recorded by the TV camera as they boarded ship for overseas destination. This embarkation activity was the first Marine Corps movement of its kind ever to be televised.

YESTERDAY'S NAVY



American and British forces clash on Lake Champlain in opening naval engagement of Revolution on 11 Oct 1776. General order issued by Secretary of Navy established the U S Naval War College at Newport R. I. 6 Oct 1884.

OCTOBER 1950

SUN	MON	TUE	WED	THU	FRI	SAT
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				



BLOWHARDS—Candles on cake commemorating the Waves' eighth anniversary are puffed out during birthday celebration at Charleston Naval Base.

MarCors' 175th Anniversary

Created in 1775 by resolution of the Continental Congress, the illustrious U. S. Marine Corps will observe a 175th anniversary on 10 November.

For this occasion, all commands will hear a birthday message which reads, in part:

"The record of our corps is one which will bear comparison with that of the most famous military organizations in the world's history. During the greater part of its existence, the Marine Corps has been in action against the Nation's foes. Since the Battle of Trenton, marines have won foremost honors in war, and in the long eras of tranquility at home generation after generation of marines have grown gray in war in both hemispheres, and in every corner of the seven seas, that our country and its citizens might enjoy peace and security."

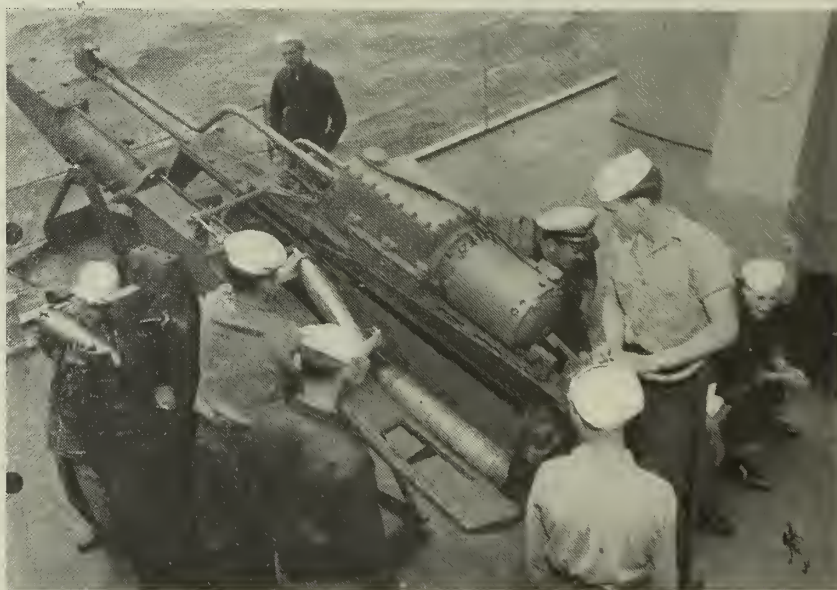
'Blue Angels' Readied

After four years of steadily increasing fame as a flight exhibition team, the Navy's "Blue Angels" are now in a combat ready status. The team has been assigned to fleet operations as an organized combat squadron.

The group known as the "Blue Angels" was organized early in 1946 at the Navy Advanced Air Training Headquarters, Jacksonville, Fla. Originally, the purpose of the team was to demonstrate to students in the

naval aviation cadet training program the type of precision flying expected of all naval aviators. But the group attracted much favorable attention at the Cleveland air races later that year and was soon recognized as the Navy's official flight exhibition team.

At the start, the team flew F6F *Hellcats*. However the pilots soon changed to F8F *Bearcats*, and later to F9F *Panther* jets. The original group was led by Lieutenant Commander Roy M. Voris, USN, and was made up of instructors.



SHIPBOARD training of Reservists under the close supervision of Regulars has resulted in a standby force of which our nation can be justly proud.

Two Engines Better Than None

Four-engine planes can fly on fewer than four engines, as everybody knows, but when a four-engine plane gets down to *two* engines, with both of them on the same side and one of them sputtering, the going is difficult. That is why when the Navy's *Caroline Mars* eased onto the water at San Francisco after a harrowing flight from the western Pacific, half the nation heaved a sigh of relief.

This business of coming in on an engine-and-a-half began when the big flying boat was 480 miles from the California coast. She was on her way to Alameda, Calif., with three passengers and a crew of 15. Number two engine developed an oil leak. The pilot stopped the engine, feathered the propeller, and reported "no emergency, and no escort needed."

At that time the 82½-ton flying boat—the world's largest in regular operation—was cruising at 7,000 feet. Twenty minutes later a bad oil leak appeared in number one engine. That engine had to be cut also, and the plane began slowly to lose altitude. The pilot radioed an emergency and requested an escort while crew members jettisoned luggage and equipment. Coast Guard units and Air Force planes were dispatched immediately to meet and escort the plane. Meanwhile, *Caroline Mars* gradually descended until at the end of an hour she was at only 3,500 feet.

With men and machinery striving

to keep the giant aircraft aloft, the miles went by—and altitude melted away. For awhile it looked as though the ship would have to be set down on the choppy sea. And the picture became no brighter when engine number four—one of the two in operation—began to sputter, 80 miles off the coast. The pilot dumped 500 gallons of gasoline to lighten the ship, and flew on. With number three going full blast and number four doing the best it could, *Caroline Mars* at last touched the water of San Francisco Bay.

Some time previously, a Navy P2V *Neptune* completed a similar feat. With a slightly larger portion of its power available, it flew more than twice as far while partially disabled.

The *Neptune*, a bi-motor plane, suffered a failure of one of its engines while 1030 miles at sea on its way to Moffet Field, Calif., from Hawaii. Not being quite halfway to the mainland, the plane about-faced and headed back to NAS Barbers Point, where it landed safely.

Seven persons in all were aboard the plane. The pilot reported that with only one of the two engines in operation he was able to maintain a speed of 210 miles per hour without losing altitude.

Employment for Handicapped

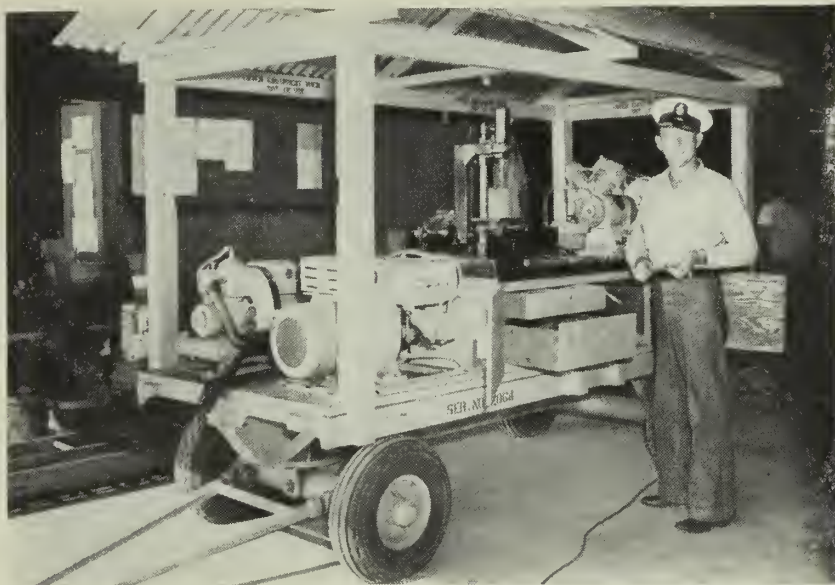
The Navy is cooperating fully with a nation-wide drive to employ men who are partially handicapped but still are ready and willing to do a job.

Many of these partly disabled men, some veterans of the Navy and of other armed services, others non-veterans, are employed by the Department of the Navy in jobs where their individual skills can be best utilized. In many cases, their records excel those of other workers.

For example, one man who lost a hand in an accident aboard a battleship shortly after Pearl Harbor, now skillfully assembles and disassembles complicated pieces of ordnance by using his good hand and a special twin claw.

Another man who lost a lung as the result of a siege of tuberculosis while in the Navy, is now employed as a storekeeper at an ammunition depot which is situated where the climate is conducive to his continued good health.

These and other disabled veterans and non-veterans like them are per-

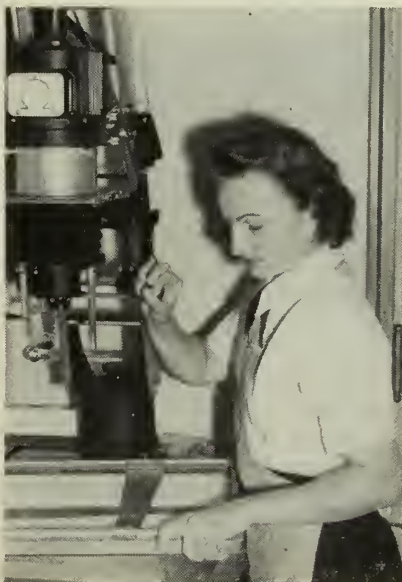


PORTABLE repair and maintenance shop was devised by F. John Fox, ABC, for servicing the aircraft of a Navy squadron based in the Philippine Islands.

forming every type of job from unskilled labor to the most exacting scientific and engineering tasks.

In connection with National Employment the Physically Handicapped Week, 2-8 October, Secretary of the Navy Francis P. Matthews has declared:

"Utilization of the physically handicapped, particularly those who were disabled in the service of their country, is a work in which the Navy happily joins its sister services, the Army and the Air Force."



COMMENDATION was awarded Sylvia M. Humek, PH3, USN, for her excellent work with the 8th ND PIO.

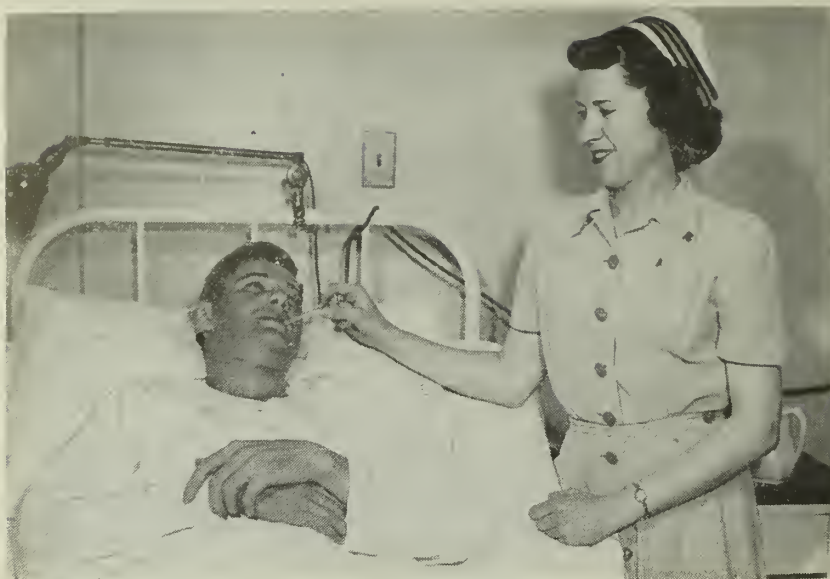
Chief Designs Portable Shop

"Roll out that rubber-tired hack," say maintenance crews at Clark Air Force Base in the Philippines when there's work to be done on the Navy's PBM5A *Mariners* stationed there. When the silent-wheeled carriage shows up, it brings things to life, instead of leading a procession to the cemetery as it does in the song.

The rubber-tired wagon in this case was once a flatbed warehouse trailer, but isn't any more. It is now a portable utility plant that can do just about anything that needs to be done to a PBM5A on the ground. It has a 28-volt generator for starting engines and making electrical checks. A 110-volt generator supplies current for portable lights, an emery wheel, a drillpress and an air compressor. The air compressor, in turn, powers rivet guns, paint sprayers and other air-driven equipment.

Designer of the repair and maintenance trailer is F. John Fox, ABC, USN, attached to a Navy squadron at the Air Force Base. The chief has gained considerable fame in the Pacific area as an inventor, having designed labor-saving devices of many types. It is said that he even invented an improvement for New Zealand sailing yachts.

Fox's utility trailer can be towed easily from place to place by jeep, or moved by man power. If used close to an electrical outlet, an extension cord is plugged in to by-pass the generators.



WELL-EQUIPPED naval dispensary in Kodiak, Alaska, provides big-city medical care for all service personnel stationed in the area and their dependents.

How 'Hot' Can You Get?

Down at the air station in Jacksonville, Fla., the boys of Fighter Squadron 12 are plenty proud of Lieutenant (junior grade) Sherman E. Brent, USN.

Sherm Brent is acknowledged to be the squadron's ace. He recently proved the fact to everyone's satisfaction by pulling off a trick few pilots ever achieve—he got the coveted "E" for "excellence" in three different phases of aerial gunnery.

Although the records aren't readily available to prove it, Brent's feat is believed to be an all-time record for the Jacksonville area and perhaps for the entire east coast as well.

Barreling through the skies in his powerful F8F-1 *Bearcat* fighter, this triple-threat jaygee achieved a rating of "excellent" in gunnery, bombing and rocketing when his records were compared with those of the top fliers in the Jax area.

This "E" for "excellence," however, is not to be confused with the "E" for "efficiency" that is awarded to winning squadrons in the competition each year for the Battle Efficiency Pennant.

The "E" that Sherm Brent sports on the fuselage of his *Bearcat* along with the letters "GRB" (for gunnery, rocketing and bombing), proves that his scores in the three phases of the aircraft gunnery competition were exceptionally high and classed him as an expert.

Being "hot" is no novelty to this veteran pilot. During World War II, Lieutenant Brent won an Air Medal for shooting a Jap fighter down in flames during a carrier strike at Tokyo in February 1945 as well as a Presidential Unit Citation for being a member of Fighter Squadron Three aboard *USS Yorktown* (CV 10).

Lieutenant Brent enlisted in the Navy as an aviation cadet in 1942 and two years later received his wings and commission at Corpus Christi, Tex.



ALTITUDINOUS T. A. Seddon, SK2, gets a bird's-eye view of R. W. Weil, SA, in the galley of mid-Pacific base.

Date Line Gets Pushed Around

It takes more than world time zones and the International Date Line to foil the plans of *USS Mispillion's* commanding officer when he gets Navy Department instructions to carry out.

En route to the Marshall Islands, *Mispillion* (AO 105) was due to cross the International Date Line on Monday, 10 July. As is customary, Monday would be dropped from the calendar.

But it so happened that a lot of non-rated men on board the tanker had been looking forward to this particular Monday for a long time. A lot of midnight oil had been burnt and a lot of manuals studied during free hours on board. The boys were "boning up" for Navy-wide examinations for third class petty officer—which also were scheduled for Monday, 10 July.

It was a real dilemma. The ship was leaving a region where the exams had not been held and entering a region where they were already past. And there was no mystery as to the official interpretation of "Navy-wide": Every ship and station in the Navy was to hold the exams on 10 July.

After some lengthy consideration, Captain C. F. Stillman, USN, made the decision. According to information from the tanker, *Mispillion* did not plow through the Date Line on

Entire Reserve Squadron Signs Up for Active Duty

When the call went out for Naval Reservists to volunteer for active duty, the pilots of Fighter Squadron 781 (VF-781) of Los Alamitos, Calif., signed up 100 per cent.

When his 23 pilots volunteered to a man for active duty, Lieutenant Commander Collin Overland, USNR, the Squadron's CO, requested that his boys be called up as a group.

They were. The Bureau of Naval Personnel ordered to active duty the pilots of VF-781 plus 40 of the squadron's 70 enlisted men (who had also volunteered)—as a unit.

VF-781 is top-rung in the ranks of the Navy's "Weekend Warriors" and every pilot is a combat veteran.

the appointed day. Instead, she hooked it on her bow and pushed it westward for 24 hours.

That enabled the navigation officer to drop Tuesday from the calendar with a clear conscience and the personnel officer to conduct his exams on Monday.

(P.S. to navigators—The 180th meridian was only temporarily out of place. It sprang back when *Mispillion* let it go.)

Pleasant Cruise

Preparing for a weekend recreation cruise from Guantanamo Bay, Cuba, to Kingston, Jamaica, and return, the CO of the Navy cargo ship *uss Algol* (AKA 54) thought it would be nice to invite along some American passengers. So he did.

What the captain expected was a few hardy souls willing to endure the hardships of a freighter voyage for the sake of a change of scenery. What he got was nearly 200 men, women and children, all gleeful over the opportunity—and not considering it a hardship at all.

Things looked bad for awhile, but a quick look at the ship's "refugee evacuation bill" indicated that the matter could be handled. Adequate accommodations were found by shuffling a few of the ship's divisions together.

Despite any qualms the ship's company may have had when the passengers flocked aboard, the cruise turned out to be as pleasant as it would have been in a luxury liner.

Texas 'Saucer' Suckers

Although it wasn't flying, it certainly looked like a flying saucer, people in Alice, Tex., thought. It was round and thin and equipped with such saucer fittings as little red lights on top, two antennae, and a powerful-looking tail pipe. The material appeared to be an aluminum alloy, and there were rows of rivets.

Fliers ought to know about such things, the populace reasoned, so they contacted the Naval Air Station at Corpus Christi, 50 miles away. A Marine lieutenant with a detachment of men hurried to the saucer site to investigate. What they found was a very saucer-like object indeed, but one which never had flown in this particular form. It was constructed—by earthly hands—from two wing tips fastened together and equipped with a few "extras."

Just a hoax for the folks.

New Museum Has Many Historical Naval Relics

A handblown rum bottle and the brass arm of an ancient sextant, salvaged from British vessels sunk during the Revolutionary War, are but two of the many historical naval relics on display in the new Norfolk Naval Shipyard Museum at Portsmouth, Va.

Sponsored by the Naval Shipyard Historical Association, the museum was opened officially this spring in connection with ceremonies honoring the shipyard's 156th anniversary of its maintenance under the federal government. The museum's dedication marked the culmination of nearly a years work by the association in collecting rare and unique naval objects and documents, especially those relating to the historical background of the so-called Tidewater section.

The rum bottle (empty), submerged in the York River for more than a century and a half, was salvaged in 1934 from a sunken British vessel believed to be *HMS Charon*, a 44-gun ship sent to the bottom in 1781 when the allied fleet under the command of Comte de Grasse and Admiral de Barras besieged the British under Cornwallis at Yorktown. The olive-green bottle, through chemical process during its long submersion, has become brilliantly iridescent and has been made more attractive by a silvery incrustation which highlights fault lines in the glass.

The sextant arm, identified as of the Revolutionary period, is one which had been hooked by a fisher-

man while tonging for oysters in the area of a wreck thought to have been the 28-gun frigate *HMS Guadalupe*, Cornwallis' second largest vessel at Yorktown in the 1781 naval action.

Also on display is a reproduction of the original Regulations of the Navy of the 13 Colonies of America, an ancient brass cannon, and a set of the plans and specifications of the *Merrimac*.

Other items to attract sightseeing sailors are relics from the old *Hartford* of Mobile Bay fame, pictures and documents pertaining to the battle between *Merrimac* and *Monitor*, a battle ensign from *uss Iowa* (BB 61), and a captured Japanese naval battle flag taken from the light cruiser *Kitagami* which was heavily damaged by U. S. carrier planes off Kure in July 1945.

The museum walls are lined with paintings of famous naval battles, and in the ship model section are expertly constructed scale reproductions of historic U. S. fighting vessels, including *Constitution*, *Raleigh*, *Hartford*, *Merrimac*, *Monitor*, *Ohio*, *Chicago*, and *Oregon*, and models of destroyers, submarines, and even sectional floating drydocks.

Of particular interest to ship historians is a model of the U. S. revenue cutter *Joe Lane*, a sailing vessel built at Portsmouth in 1848 and one of the vessels designed by the government for the service which has developed into the U. S. Coast Guard.

Gizmos Aid Flight Safety

Two new devices for increasing flight safety have been perfected under Office of Naval Research contracts, with modifications of one added by the Navy Bureau of Medicine and Surgery.

The two innovations in the field of safety devices for aviation are a visibility range meter and a "brightness" meter. The visibility range meter is designed for use at airports to determine accurately the range of visibility. It takes all guesswork out of the matter of light reduction due to haze or smoke.

The electronic brightness meter is also a measuring device for light and

visibility, but it will be used in planes instead of on the ground. Planes flying at high altitudes have a cockpit illumination problem, and the brightness meter is expected to aid in solving it. Shadows form in the cockpit; outside illumination is intense, but mostly from below. Pilots often have to do a considerable amount of concentrating to read their instruments. Cockpits designed for better lighting—naturally or artificially—may come out of tests employing the brightness meter.

Both of the devices originated at the Massachusetts Institute of Technology, which conducts research under contract with the Office of Naval Research.



HORSEBACK RIDING over scenic mountain trails on beautiful Kodiak Island is popular form of summer recreation for personnel at NOB Kodiak, Alaska.

Not Qualified for Promotion

A SecNav letter of 17 July 1950 to all ships and stations (NDB, 30 July 1950) sets forth rules regarding the disposition of certain officers who twice fail of selection for promotion or who fail on professional examination for promotion, and are entitled to severance pay.

As most officers know, Public Law 381, 80th Congress, provides that permanent lieutenants, usn; lieutenants, junior grade, usn; and officers in corresponding grades in the Marine Corps, who twice fail of selection for promotion or who fail on professional reexamination for promotion will be honorably discharged from the service. Discharge takes place on 30 June of the fiscal year in which such officers fail of selection the second time or fail on professional reexamination.

Upon discharge, such officers receive a lump-sum severance payment computed on the basis of two months' active duty pay at the time of discharge for each year of commissioned service, not to exceed a total of two years' active duty pay. The same disposition is applicable to officers of the grade of ensign or second lieutenant who fail on reexamination for promotion, except that the lump-sum payment upon discharge may not exceed a total of one year's active duty pay. Similar provisions of law govern the other services.

So that officers scheduled for discharge under these conditions may,

instead, continue their military careers, the Secretary of Defense has approved a new policy regarding them. These officers may *resign* contingent upon acceptance for *enlistment*—under such rules as may be established by the Secretaries of the Army, Navy and Air Force. However, under no circumstances, will an officer in receipt of severance pay be permitted to enlist.

Here are the criteria established for such enlistments in the Navy and Marine Corps:

- Resignations submitted contingent upon being accepted for enlistment will receive favorable consideration provided applicants are physically and morally qualified for enlistment.
- Those who, at the time of their

'Cold Cures' Not So Hot

A lengthy test at the Naval Training Center, Great Lakes, Ill., to determine whether antihistamine drugs are useful in preventing or curing colds is now completed. Results of the test show that for the four drugs tested the answer is negative.

The four drugs which were studied are thonzylamine, chlorophenpyridamine, doxylamine and pyrazinazine. A total of 1,964 persons participated in the study, which was conducted by Naval Medical Research Unit No. 4. The test involved men, women, and children over 12 years of age. In the various tests, some people were given antihistamines, some were given placebos—

permanent appointment as commissioned officers in grades above commissioned warrant officers, were permanent commissioned warrant or warrant officers, were temporary officers with permanent enlisted status or were former temporary officers with permanent enlisted status, will be enlisted in pay grade E-7 after their resignations have been accepted. After enlistment in pay grade E-7 of these former officers, consideration may be given to appointment to warrant status in pay grade W-1 or W-2, depending upon the needs of the Service and the record of the individual concerned.

• All other Navy and Marine Corps officers who resign their commissions and thereby forfeit their severance pay normally will not be enlisted in any pay grade higher than pay grade 2. A higher pay grade may be offered, however, dependent upon the needs of the service and the special qualifications of the applicant.

• Resignations tendered in accordance with the directive concerned here should be forwarded in sufficient time to reach the Secretary of the Navy at least 30 days before the scheduled date of discharge. Enlistments authorized as a result may be made within three months of the effective date of resignation.

The provisions of this letter do not apply to *limited duty officers* of the Navy and Marine Corps who fail of promotion. The opportunity of these officers to continue their military careers in lieu of separation is explained in BuPers Circ. Ltr. 62-50 (NDB, 15 May 1950) and in the Marine Corps Manual.

useless imitation medicine—and some received no medication at all. On the average, the frequency of catching colds and the length of time the colds lasted was approximately the same for those in all groups.

In summary, the CO of the medical research unit said, "No evidence could be found in these results that the antihistamines prove effective against the common cold."

The office of the Surgeon General of the Navy emphasized that this conclusion doesn't mean that colds should be ignored or that the untreated patients in the study were neglected. Each was constantly under the observation of a Navy medical officer.



SWIMMING CHAMP Robert P. Williams, SA, receives Medal from RADM Francis C. Denebrink in Hawaii.

Quantico Lists Grid Opponents

The Quantico Marines, three-time consecutive winners of the All-Navy Football Championship from 1947 through 1949, have announced a 10-game program for this season which includes only three service teams, but with seven college elevens listed in the opponents' column.

The Devildogs are scheduled to launch their 1950 gridiron gyrations at a contest in Cincinnati, Ohio, with Xavier University on 17 September.

Other fall festivities will see the leatherneck leather-luggers taking to the field against Bolling Field, Washington, D. C., 23 September; V.P.I., Blacksburg, Va., 30 September; Fort Bragg, Quantico, Va., 7 October; Niagara University, Niagara Falls, N. Y., 15 October; University of Dayton, Dayton, Ohio, 21 October; Rider College, Quantico, Va., 28 October; Youngstown College, Youngstown, Ohio, 2 November; Camp Lejeune, Quantico, Va., 10 November; and University of Tampa, Alexandria, Va., 18 November.

There will be no All-Navy football contest in 1950, this competition having been cancelled by BuPers Circ. Ltr. 46-50 (NDB, 31 Mar 1950), which discontinued All-Navy sports championships because of restrictions imposed on the transportation of athletic teams by naval and MATS aircraft and the prohibitive expenditure which would be incurred by employing commercial air.

Sea Fox Wins Iron Man

Winner of the historic Iron Man Trophy for 1950 is *uss Sea Fox* (SS 402).

This is the first time the trophy, officially known as the Navy Department General Excellence Trophy for Athletic Competition, has been awarded a submarine. All ships of the Pacific Fleet competed for the trophy, the winner being selected by a system of granting points for the extent of participation and season's standing of its athletic teams. The trophy was won last year by *uss Dixie* (AD 14). Runner-up in this year's competition was a sister ship of *Dixie*, *uss Piedmont* (AD 17). She trailed *Sea Fox* by 690 points.

Crew members of *Sea Fox* participated with SubPac teams in three major sports—baseball, basketball, and football. The trophy was presented by RADM Francis C. Denebrink, USN, Commander Service U.S. Pacific Fleet, who announced at the time that this would be the last year of competition for the Iron Man until present emergency conditions are cleared up.

Thelma a State-Side Sailer

The 60-foot sailing yacht *Thelma* is now a state-side boat after a long and pleasant sojourn with Navy personnel in Hawaii. Dismasted and battened down, she was shipped to the continental U.S. on the deck of a freighter.

For the dainty being that she is, *Thelma* has an interesting past. During World War II, the ketch was used by the French navy for serious sailing among Pacific islands. With the end of the war came an end to her hard work and a time for playing. She was purchased by U.S. Navy recreational activities in Hawaii and was used in the 14th Naval District's recreational program. The yacht carried many recreational parties and took part in sailing races.

Thelma was sent to the States upon curtailment of Navy yachting activities in the Hawaiian area.

All-Navy Matches Cancelled

All-Navy championship matches in tennis and golf—the last two Navy-wide sports events scheduled—were cancelled.

Because of a lack of available transportation space needed to move



GAMEFISH—472 pounds of 'em, were caught by these deep-sea fishing enthusiasts off NAS Key West, Fla.

the contestants from world-wide naval activities to the sites of the competition, the Navy called off the tournaments.

The tennis matches were scheduled to be held during the week of 17 July 1950, at the U.S. Naval Academy, Annapolis, Md. The golf tournament was to have taken place during the week of 6 Aug 1950 at the Naval Air Station, Pensacola, Fla.

NAS Memphis Builds TV Station

Now it's not only planes that take to the air at Naval Air Station, Memphis, Tenn. NQA, a new television station, has been airing a three-hour local program each Tuesday evening.

Operated entirely by station personnel, NQA uses converted aerial cameras furnished from Washington, D. C., coupled with home-made and salvaged equipment.

Programs have been limited to one night a week due to difficulty in obtaining replacement parts, but with additional equipment and more adequate lighting facilities in the offing, it is hoped a five-day and special week-end program can become a regular schedule.

At first the programs consisted only of music and telecast motion pictures, but the schedule is being developed to include skits by station talent as well as coverage of special events and local sports contests.

Brother Combo Is Tops in Navy Boxing

For the past two years the top attraction in Navy boxing has been two hard-punching sailors named Williams. Between them, they have captured almost every Navy boxing award. For two years running they captured All-Navy titles in their respective weight classes, and the Captain Jack Kennedy Memorial Boxing Trophy—awarded yearly to the Navy's outstanding boxer—has been in their possession for the two years of its existence. They are Earl L. and Sam E. Williams, ANs, USN; one of the best brother boxing combinations ever to step into a Navy ring.

Earl L. Williams is 21 years old, entered the Navy in October 1947, and is the current welterweight champion of the Navy. He is deceptively powerful, and most noted for a sizzling right hand that often puts the lights out. He began attracting attention in Navy boxing after entering the Navy Olympic tryouts in 1948. Old hands told him then he had great promise, but to get more experience. He did.

After being transferred to NAS Barber's Point, Oahu, T.H., Earl began slugging and punching his way to the top. In 1949 he won the Hawaiian Group lightweight crown, journeyed to Oakland, Calif., and, with some sensational fighting, captured the All-Navy title. He KO'd one opponent in 16 seconds in the

quarter finals to set a Navy record.

During 1950, as champion of the Territory of Hawaii, Earl entered the National AAU tournament and reached the semi-finals. He returned to Hawaii, captured the Hawaiian Group championship in the welterweight class and returned to San Diego for the '50 All-Navy finals. With some clever, aggressive fighting, he again defeated rugged opponents for the All-Navy crown. A panel of five judges decided he was the most outstanding fighter in the tournament, named him recipient of the Captain Jack Kennedy Trophy.

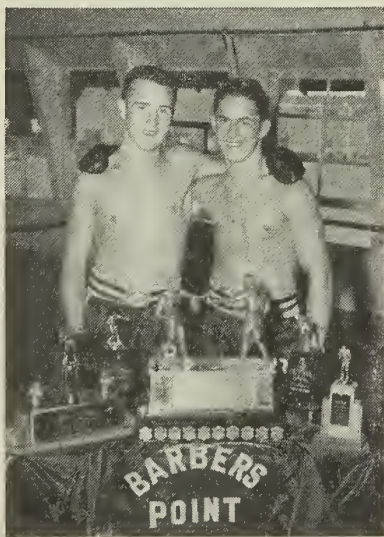
Earl has 59 fights behind him, has won 49 of them, 30 by knockouts. He plans on staying active in Navy boxing.

Younger brother Sam E. Williams has fought as a Navy featherweight and lightweight, and won All-Navy crowns in both classes. He is 20 years old, and joined the Navy in January 1948, four months after older brother Earl. He also entered the Navy Olympic Tryouts in 1948, got the same advice as his brother: get more experience.

Sam was assigned to duty with his brother at NAS Barber's Point, and often fought on the same card. In 1949 he reached the quarter-finals of Hawaiian AAU competition, did better in the Hawaiian All-Navy eliminations. As the Hawaiian All-Navy champ he entered the 1949 All-Navy finals, promptly became the All-Navy featherweight champ. The Captain Jack Kennedy Trophy—then being presented for the first time—was awarded him for his outstanding performance.

The year 1950 was almost a carbon copy of 1949, insofar as the results of Sam's ring activity were concerned. He again took the Hawaiian-Far East group titles, this time as a lightweight (Brother Earl had moved up to the welterweight class), again exhibited courage and skill in out-fighting his opponents in the All-Navy finals.

Sam has fought 32 times, won 22, lost seven and three of his fights were draws. He thinks maybe he'll hang up his gloves on that record.—J. H. "Hank" Giesmann, QMC, USN.



BATTLING Williams brothers, Earl (L) and Sam (R), earned these trophies with their fists in ring tourneys.

New 'Copters Will Join Fleet

A new liaison type helicopter is the latest addition to the Navy's family of aircraft. It is designed to carry a pilot and three passengers or a pilot, two stretcher patients and a medical attendant.

The new helicopter has twin intermeshing blades which are driven by a single engine. Pitch of the blades is varied by a small controlling device—a servo-control, to which the pilot needs only to supply the impulse, the force being exerted mechanically. The helicopter is not large, weighing approximately 3,500 pounds. It is designated the HOK-1.

The Kaman Aircraft Corporation, winner of a Navy-sponsored design competition for this type of helicopter, will build the new 'copter. While the competition was going on, a smaller helicopter built by this company was test flown at the Naval Air Test Center, Patuxent River, Md. This one, also a liaison type, is called the Kaman K-225.

Inter-Service Matches Off

Annual inter-service competition in golf and tennis has been cancelled for 1950.

Reason for cancellation of the events as announced by the Inter-Service Sports Council, is "a lack of available transportation space needed to bring the contestants from world-wide installations and activities to the sites of the competitions."

The Leech Cup Inter-Service Tennis Matches were scheduled for 28-29 July 1950, at the Army-Navy Country Club, Washington, D.C., and the Forrestal Cup Inter-Service Golf Tournament was slated for the middle of August at Fort Benning, Ga.

Toledo Makes Tour

USS *Toledo* (CA 133) has been doing her share in the unification program. One of her last missions, before completing her tour of duty in the Far East with the 7th Fleet, was playing host to 163 U.S. Army and Air Force personnel on a 12-day cruise from Sangley Point, Philippine Islands, to Hong Kong and back. This mission took place prior to the Korean situation.

Representing over a score of ground and air units on Luzon, P.I., the soldiers and airmen were

SIDELINE STRATEGY

on official furlough. They assembled at the Sangley Point Naval Station.

This group of land-based servicemen lived Navy life aboard ship during the cruise. They slept in spare bunks located in crew's quarters, ate chow with ship's company, mustered at quarters with the Navy men and watched *Toledo's* sailors and marines in their drills and battle problems.

While at Hong Kong, the Navy guests lived on board ship, but during the day they could be found ashore in Victoria, capital of Hong Kong. Here there were ball games, sightseeing tours, horse-racing, American movies, rides in rickshaws, and visits to the famous places. Then there was the breath-taking tram car ride up steep Victoria Peak (elevation 1,809 feet), highest point on the island, for a panoramic view of the city, harbor and surrounding area.

The Navy arranged sightseeing tours for its guests, leaving daily from Blake's Pier, Victoria, for a three-hour trip around the island. After a brief stop at Hong Kong University, the bus moved on to St. Mary's Hospital, the largest and most modern hospital in the Far East. Next, the bus wound its way down to Aberdeen Village, where most of Hong Kong's fishing junks and sampans tie up to market their fish. Lido Beach on Repulse Bay is the next point of interest. Here is the Riviera of the Far East, which is punctuated with picturesque Eustead Castle, a direct copy of the Castle of Edinburgh of England. On around the hill is the peninsula of Stanley Point, valuable in defending the Colony as well as the entrance to the harbor. Last place of interest was the Allied Cemetery, where are buried 1,000 American, British, French, and Chinese troops, who lost their lives in a Japanese sneak attack on Hong Kong.

Of great interest to the visitors were the Chinese shops which offer merchandise from all over the world. The most popular wares were British woollens and linens, and silks and laces from India and Japan. They ate in modern European and Chinese restaurants, many of which were air-conditioned.

At the end of the 12-day period, *Toledo* returned her guests to Sangley Point. Here buses and trucks met the soldiers and airmen and took them back to their various duty stations.—T. A. Pankau, JOSN, USN.

Indications are there will be no blanket cancellation of Navy sports at local commands because of current emergency conditions. The official line of thought of this subject appears to be that sports should be continued at all activities to the extent practicable. However, tournaments or contests which involve transportation of athletes over heavily-burdened government transportation facilities are definitely out.

Five inter-service athletic conferences, established in various parts of the country, are continuing their program. These organizations have scheduled competition in various sports between Army, Navy and Air Force activities located within "ground-transportation" radius of each other. They are centered in the Norfolk, Chicago, San Francisco, Pearl Harbor and New England areas. These, plus other conferences which may be established along similar lines, will probably be the only organized armed forces athletics conducted as long as present conditions exist.

The athletic program of Marine Corps activities also face curtailment. Earlier, reports indicated the Marines were whipping into shape a number of high-caliber football teams this year. MCRD Parris Island announced earlier that it had acquired two former Annapolis stars, and that its

gridiron squad this fall would be something to see. Personnel at MCAS El Toro, Calif., were talking about their greatly rejuvenated squad. On several occasions Quantico, at the mention of football, went into its Frank Leahy Act (i.e., crying towel), which usually means they're loaded.

Roy Deland, ADC, USN, seems well on his way toward becoming a legend in West Coast softball circles. Since he began flipping 'em underhand for NAS Corpus Christi in 1942, the chief has pitched an average 40 games per season, with an average loss record of three games per year. For three consecutive years Deland pitched in the All-Navy softball finals, winning four games—a record unequalled by any other Navy hurler.

A tale comes out of the Far North (NOB Kodiak, Alaska) about a sailor stationed there with Paul Bunyan-ese characteristics. In addition to being the top wrestler in the area, Edward Kraft, CSSN, USN, is a right good man on the cinder path. Recently Kraft entered the Kodiak Marathon—a six-mile jog—and won by two city blocks. He then hopped in a cab, rushed back to the base and arrived just in time to enter the two-mile run. This he won by nearly lapping the field.—Earl Smith, JOC, USN, ALL HANDS Sports Editor.



THE BULLETIN BOARD

Several Changes Approved By Secretary of Navy in Enlisted Rating Structure

Several changes in the enlisted rating structure have been approved by the Secretary of the Navy. Included are changes in both general service and emergency service ratings. These are:

- Fire controlman (FC) and fire control technician (FT) are to be combined into one rating—fire control technician (FT). See separate story on this page for details.

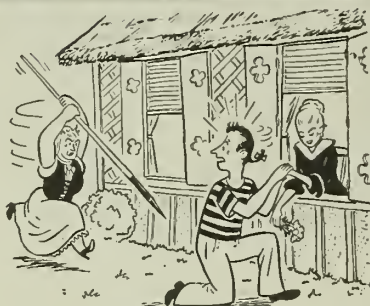
- Photographer's mate (PH) and aviation photographer's mate (AF) are to be combined into one rating—photographer's mate (PH). Assimilation of AF personnel in the new combined rating is to be accomplished over a period of two years. Photographer's mates are to be transferred from rating structure Group VI (Miscellaneous) to Group IX (Aviation). Personnel qualified to fly as aerial photographers will be designated by Navy job classification code. BuPers will issue directives implementing transfer to the combined rating as soon as practicable.

- Electronics technician (ET)—three emergency service ratings of ETN (communications), ETR (radar) and ETS (sonar) are to be established.

- Aviation electronics technician—Three emergency service ratings of ATA (aircraft equipment), ATG (ground equipment), and ATO (ordnance equipment) to be established.

- Telemat (TE)—the emergency service rating of TEQ (cryptographer) is to be eliminated, and the duties of this rating incorporated with those of the emergency rating

SONGS OF THE SEA



Billy Riley

*Oh, Billy Riley was a boarding-master,
Oh Billy Riley O!*

*Oh, Missus Riley didn't like us sailors,
Oh Missus Riley O!*

*Oh, Billy Riley had a pretty daughter,
Oh Missy Riley O!*

—Old Halliard Chantey.

of TEL (communications clerk).

- Personnel Man (PN)—The emergency service rating of PNS (personnel supervisor, Women's Reserve) is to be eliminated and the duties of this rating added to those of the exclusive emergency service rating ESB (master at arms-shore).

- Communications Technician (CT)—The emergency service ratings of CTY, CTI, and CTS are to be eliminated and the emergency service rating of CT to be made the same as the general service rating.

These changes were announced by BuPers Circ. Ltr. 116-50 (NDB, 31 July 1950), and will be included in changes to the publication NavPers 18068, "Qualifications for Advancement in Rating."

Change of Fire Controlmen To Fire Control Technicians Outlined in Circular Letter

The ratings of fire controlman and fire control technician are to be consolidated into one rating—fire control technician.

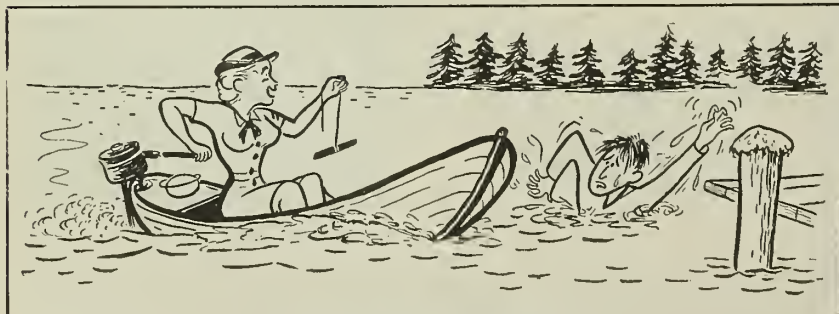
A new BuPers directive announces that the changeover of fire controlmen to fire control technician will be spread over a five-year period in order to give men of the FC rating an opportunity to meet the additional qualifications of the FT rating. The recommendation for consolidating the two ratings was made by the Board to Review Changes to the Rating Structure, and was approved by the Chief of Naval Personnel and the Secretary of the Navy.

A schedule for closing out advancement in the fire controlman rating, and for finally disestablishing that rating is contained in BuPers Circ. Ltr. 98-50 (NDB, 30 June 1950). All fire controlmen are affected by this schedule, and should study it carefully.

This schedule also contains information such as: the terminating date that FCs may be advanced to higher FC rating; the terminating date that FC and FC strikers will be eligible to enter FT schools; the date various grades of the FC rating must qualify for change in rating to FT; the date that FCs who fail to qualify for change in rating to FT must qualify for change to some other rating; the terminating date that FCs may reenlist or extend.

The conversion of FC personnel to the FT rating will be accomplished by one of three procedures. These are: (1) Change in rating on request, recommendation, and examination; (2) Advancement from FC in one pay grade to FT in the next higher pay grade; (3) Change in rate or rating upon successful completion of the course of instruction in the Fire Control Technicians' School, Class "A" or Class "B" to the appropriate FT pay grade. Detailed procedures for changes in rate or rating of FC personnel is contained in BuPers Circ. Ltr. 98-50.

The fire controlman rating will be



"Guess what—I was sitting on it."

completely disestablished on 1 July 1955, and by that date all FCs will have been required to change their rating. BuPers points out that it is to the advantage of all FCs to change their rating as soon as possible. To aid them, BuPers has increased the facilities of FT service schools.

Postgraduate Study Courses Available to USN Officers Cover Wide Range of Subjects

The 1950-51 listing of postgraduate study courses available to Regular Navy officers has been released.

The list, published in BuPers Circ. Ltr. 66-50 (NDB, 15 May 1950), includes 36 courses ranging in length from eight weeks to three years.

Postgraduate courses cover a variety of subjects and reflect the changing character of the postwar Navy.

Roughly half of the courses are given in part or in whole either at the Naval Postgraduate School, Annapolis, Md., or at the General Line School, Monterey, Calif. The other courses are given at colleges and universities throughout the country. Some postgraduate courses lead to a BS degree, for those who qualify; others lead to an MS degree for those who qualify.

One major change has been made in the 1950 postgraduate program. Most of the engineering postgraduate courses have been reduced from three years to two years, with the possibility of a third year for outstanding students.

This change affects the following engineering courses: aeronautical, aeronautical armament, aeronautical electrical, chemical, electrical, electronics, mechanical, metallurgical, ordnance and petroleum.

In addition, one new course has been added. It is a two-year course in advanced petroleum engineering for commanders and captains.

The circular letter gives a thumbnail sketch of each of the 36 courses available to Navy officers. Name of course, convening date, length, location of institution giving the course, eligibility, obligated service required, deadline for applications and limiting qualifications are listed by the directive.

For a full explanation of the course material being offered, however, officers should consult the 1950

Navy and Marine Corps Medal Awarded for Dramatic Rescue

A dramatic rescue took place under the stern of the grounded battleship *USS Missouri* (BB 63) when a diver became entangled during salvage operations.

Another diver, John Moscoffian, FPC, USN, descended among the pontoon lines and chains which were numerous in the vicinity, and succeeded in freeing the man's lifeline and air hose which were entangled around a propeller shaft. Moscoffian was awarded the Navy and Marine Corps Medal for his accomplishment. In describing the act, Moscoffian's citation praises his skill, courageous initiative and coolness in carrying out the rescue in the strong current and perilous conditions.

edition of the "Postgraduate School Catalog." If the 1950 edition has not reached your ship, the 1949 edition descriptions are in most cases applicable.

Information on how to apply for postgraduate training and the general requirements necessary in order to submit an application are included in the circular letter.

It is pointed out that boards to select postgraduate students will consider only applications submitted through official channels and that no letters of recommendation are desired. All applications must also include signed agreements to fulfill the required obligated service.

Cecil Field Deactivation Didn't Last Very Long

After one month in reduced status, the Navy Auxiliary Air Station, Cecil Field, Fla., is again completely activated and in use as a fleet operational base.

During its brief period of inactivation, the activity was used as an outlying practice field for pilots from the Naval Air Station at Jacksonville, Fla., 15 miles to the eastward. A few civilians and military personnel remained at the field for partial maintenance duties and to supervise its limited activity.

Upon reactivation it was planned that air groups operating from the field would use jet planes as well as other types.

Officers Commissioned under Contract to NROTC Program Informed as to Obligations

The Chief of Naval Personnel has reemphasized that officers who received their commissions through the NROTC program remain under contract to spend at least three years in the Naval Reserve should they not be selected for the Regular Navy.

Officers in this category are initially obligated to spend 24 months at sea immediately following their commissioning through the NROTC.

Following that, they may stay on active duty an additional year for a Regular Navy commission, or they may request transfer to the Naval Reserve where they must serve four additional years with an Organized unit, if so ordered.

Should a former NROTC officer not be selected for the Regular Navy following his third year of active service, then he also is transferred to the Naval Reserve. He must serve an additional three years with an Organized unit, if so ordered.

"It is the desire and intention of the Chief of Naval Personnel that, insofar as practicable, all competent and qualified officers be placed in billets in the Organized Naval Air, Surface and Submarine Reserve Program, as appropriate," states BuPers Circ. Ltr. 86-50 (NDB, 15 June 1950).

All officers whose commissions in the Regular Navy are about to be terminated, shall be informed as to their rights and obligations toward the Naval Reserve program, the directive concludes.



NAS News, Key West, Fla.

"Wipe that opinion off your face!"

Defense Budget Gives Navy and Marine Corps Increase in Personnel

In order to provide added muscle for the United Nations forces fighting in the Far East, the U. S. is greatly strengthening its own armed might.

Two things are vital to this strengthening drive—weapons, and the men trained to use them. Steps are now being taken to provide both.

The new defense budget provides for an increase in up to 700,000 men in the armed forces, including the Marine Corps. Of this total, the Army is expected to get the greatest number of men, many through Selective Service. The Navy will get the next largest number and the Air Force the next. The Marine Corps, which will also acquire reinforcements, will get the greatest percentage increase.

With its added manpower and with Congressional sanction on plans under their consideration, the Navy will be able to take 48 ships out

of mothballs and place them on duty in the active Fleet (see page 2). With its additional men, the Marine Corps will bring both of its divisions up to "war strength" and "beef up" its air arm.

As soon as the armed forces were granted these increased ceilings on manpower they swung into action to get the men they needed. The first draftees were called up by Selective Service and were ordered to training camps. Recruiters signed up an ever-increasing number of young men who applied for active service.

Some members of the Organized Reserve—many of them World War II veterans who had kept themselves up to date in their specialties—got quick orders to return to active duty. Officers and enlisted men in both the Regular Navy and the Naval Reserve, active and inactive, were told they must stay in the service since

they were needed at this time. All of the Organized Marine Reserve, ground, was ordered to active duty almost immediately.

The armed forces were embarked on a limited expansion of manpower "sufficient unto the needs of the hour." The manpower picture changed almost from day to day as the needs at the front changed and as new procedures for recall or enlistment were worked out. Here, in brief, is where the Navy and Marine Corps stood when ALL HANDS went to press.

Navy

Selective Service—The draft now in progress will have no direct effect upon the Navy. No men are being drafted into the Navy or into the Marine Corps. Recruiters say, however, that the draft does have an indirect effect. It is probably partly responsible for the sharp increase in both first enlistments and reenlistments in the Regular Navy and Marine Corps in the last two months.

According to draft requirements, all men 18 to 26 must register. Those 19 to 26 are eligible for call. Many in age groups 25, 24 and 23 have thus far been ordered to active duty.

Voluntary enlistments—First enlistments in the Regular Navy are now being accepted for four and six years. Reenlistments, too, are being accepted in all ratings and are especially urged for men trained in electronics, communications, medicine and administration.

Qualifications for all enlistments remain much the same. All enlistees must be physically qualified for active duty in all respects. Certain physical requirements, however, such as those regarding eyesight and teeth, had been eased prior to the outbreak of hostilities. Recruiting officers have the latest information on qualifications.

Incidentally, each individual who enlists, or who reenlists under "broken service," will be required to swear that he has not received orders to report for his pre-induction physical exam under Selective Service. No man can be enlisted if he has received such orders.

Extensions of enlistments, too, are being accepted in all ratings. The

WAS BACK WHEN

Naugatuck

During the Civil War, the Revenue-Marine (forerunner of today's Coast Guard) acquired several privately owned vessels. Most fantastic of these was the ironclad *Naugatuck* given to the government by E. A. Stevens, a gentleman of Hoboken, N. J., who had designed her to demonstrate some of the revolutionary theories involved in the construction of his famous *Stevens Battery*, an ironclad which had been building 20 years for the Navy but which never was launched.

Naugatuck (sometimes referred to as *E. A. Stevens and Ironsides*) was a contemporary of the *Monitor* and *Merrimac* and one of the first ironclads ever to go into action.

A weird naval invention, *Naugatuck* was semi-submersible and could take aboard sufficient water ballast in 15 minutes to sink her nearly three feet, and she could pump it all overboard again in eight minutes flat. Her twin screws spun her end-for-end in 75 seconds. She was 100 feet long, had a 20-foot beam and a seven-foot depth of hold.

Naugatuck remained on active duty until 1890, spending most of her career in Albatraz Sound, N. C.

Regarding an engagement during passage up the James River to attack the city of Richmond, Mr. Stevens wrote concerning *Naugatuck* to Secretary of the Treasury



Salmon P. Chase: "Her ability to submerge the whole hull under the water not only prevented her being struck by a single shot, but enabled her to pilot the other vessels of the fleet (Union) up the river, as she pumped out her water compartments and in that way got afloat whenever she got aground. The placing of the gun 'en barbette' and the crew below the waterline prevented great loss of life which otherwise might have followed the bursting of her gun." (The gun referred to was *Naugatuck's* heaviest piece of armament, a 100-pounder rifled Parrott, which burst with the first shot fired and injured one man. She continued to fight with her broadside guns.)

regular extension periods of one, two, three or four years continue to apply. The one-year extension period, however, has now been thrown open to all enlisted personnel. Formerly, this was available only to men in special categories, such as those who needed one year in order to become eligible for transfer to the Fleet Reserve.

Still in application is the present regulation that states no enlisted man can serve a total of more than four years on an extension (or extensions) of an original enlistment.

Voluntary requests for duty from Reservists—Requests for active duty from a wide variety of classifications of Naval Reserve officers and enlisted personnel are desired. All officers selected must agree to serve one year on active duty. The following categories of Reserve officers are now needed:

- Naval Reserve officers of the rank of lieutenant commander and below who are unrestricted line (including aviation), Supply Corps, Civil Engineer Corps or Chaplain Corps. Applicants must be qualified for unlimited active service in order to be eligible.

- Naval Reserve officers of the rank of commander and below who are specialists in electronics, communications and intelligence or who are in the Medical or Dental Corps.

- Wave Reserve officers of the rank of lieutenant commander and below.

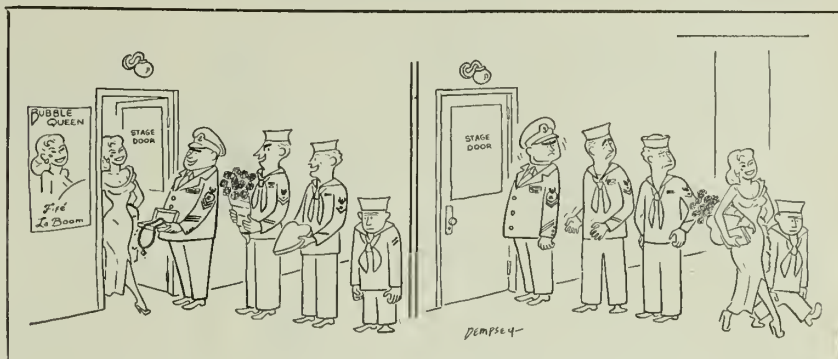
Women Reserve officers of the Nurse Corps of the rank of lieutenant and below.

Experienced enlisted men are needed in the following categories:

- Chief petty officers who hold general service or emergency service ratings as sonarman, radarman, fire controlman, fire control technician, electronics technician, aviation electronics technician, air controlman, mineman, communications technician, yeoman and photographer's mate.

- Petty officers first, second or third class who hold any of the general or emergency service ratings, plus Reservists who are now seaman, fireman, airman, constructionman or stewardman (pay grade E-3).

- Enlisted Waves of the Organized and Volunteer Reserve who have the ratings of teleman, radio-man, communications technician,



yeoman, personnelman, machine accountant, storekeeper, disbursing clerk, aerographer's mate, tradesman, aviation storekeeper, hospitalman and dental technician.

In addition to these steps which were being taken to draw officers and enlisted men of the Reserve components into active service, the Navy has made other moves to keep on active duty the officers and enlisted personnel of the Regular Navy.

In effect, a "freeze" had been put on Regular personnel which would stop the voluntary release of all officers from active duty except career or temporary officers who request retirement after the normal 30-year period of service.

Approval of requests from career officers, temporary officers or Reserve officers now on extended active duty for a change in status—such as retirement (with less than 30 years), reversion to permanent enlisted status, release from active duty or resignation—will be held in abeyance.

In explaining its policy toward Regular officers BuPers stated: "It is felt that the avoidable loss of well-qualified Regular officers during this critical period, with the attendant problems of numerical replacement and training of these replacements, is a drain of personnel strength which the naval service can ill afford" (Joint BuPers-MarCorps Ltr., NDB, 1 Aug 1950).

The broad policy toward Regular enlisted men has been outlined in two directives. The directives are Alnav 72-50 and Alnav 73-50 (NDB, 1 Aug 1950).

Alnav 72-50 involuntarily extends the enlistments of all members of the Regular Navy and Marine Corps as well as the Reserve components thereof for an additional year if their enlistment normally would expire before 9 July 1951. This action will

serve to keep the Navy's trained men available at a time when it needs experienced enlisted personnel in order to operate a Fleet which is increased in size.

As a result of this directive, all men whose current enlistment expires between 28 July 1950 and 9 July 1951 must remain on active duty for another 12 months. This involuntary extension does not affect a man's privilege to reenlist or to extend his enlistment if he wishes (see above).

Alnav 73-50 states that although men who become eligible for transfer to the Fleet Reserve or to the Fleet Marine Reserve will continue to be assigned to the Fleet Reserve, they will not be released from active duty at this time.

Instead, men who become eligible to "go out on 20" will be transferred on paper to the Fleet Reserve upon request but will continue on active duty at their present duty station (or another one if they are so ordered) until the Navy can release them.

Recruit Training School Opening at Newport, R.I.

Once again naval recruits are going through training at Newport, R.I., after a lapse of more than six years. Starting with small numbers this month, the recruit population at NTS Newport is expected to build up to approximately 9,000 eventually.

Recruit training was suspended at Newport early in 1944, when training facilities were turned over to a pre-commissioning school. Its resumption brings to three the number of recruit training units now operating in the Navy. The other two are the recruit training centers at Great Lakes, Ill., and San Diego, Calif.

Involuntary recall of Reservists—The Navy has also begun to call up its Reserves in order to "fill the gaps" in the manpower picture that can be filled no other way.

This calling up of some Reservists is not an "all-out" recall of the Navy's Reserves. Rather it is a "selective recall" of key Reserve personnel needed in the immediate future to man the ships. The number of Organized Reservists, Fleet Reservists and Volunteer Reservists who will be ordered to active duty will depend upon the "current and prospective needs of the service," BuPers states.

The Organized Reserve and the Fleet Reserve hold top priority. The quotas will be filled insofar as possible from the Organized Reserve—whose members receive drill pay for their training—and the Fleet Reserve. Billets which cannot be filled from either of these two groups will be filled by Volunteer Reservists.

Deferments to Reservists ordered to active duty will not be granted

Two Marines Get Action Of Quick and Rugged Type

When there's action over the horizon, most Marines have just one plea: "Don't fence me in."

Fenced in, so to speak, were Frederick Baer, PFC, and Edwin D. Hassel, PFC, stationed at the Marine Barracks, Pearl Harbor. Baer spent his time baking bread and pastries, and Hassel whiled away his hours as a lifeguard at a swimming pool.

But there was fighting to be done in Korea, and there was an aircraft carrier soon to go there. Not bothering with formalities, Baer and Hassel went aboard—as unobtrusively as possible. The ship was out at sea by the time the presence of the two stowaways became known.

Just about when the hour of accounting had arrived, an admiral arrived also—Admiral Arthur W. Radford, who caught the ship by helicopter. While not exactly recommending such short cuts to action, the admiral did not take too dim a view of this particular case. At least, he didn't re-consign the pair to their former monotonous duties. He assigned them to the First Marine Division, which was then en route to the Far East.



"I don't care how Hopalong Cassidy dresses for the range."

except in exceptional cases—i.e., jobs vital to the national defense or to community welfare.

Normally, Reservists called to active duty will be allowed up to 10 days' time to clear up their personal affairs before they must report.

The number of Reservists being ordered to active duty is considered classified information by BuPers. Hence, only a rough idea of how many men or women of a certain category have been ordered to duty can be given.

Who will be called depends entirely upon the changing needs of the service. As ALL HANDS went to press, these are some of the things that had happened on the Reserve front:

- Certain squadrons of the Organized Naval Air Reserve have been recalled as units to provide new air groups for carriers added to the Fleet. These units of "Weekend Warriors" had been kept in a high state of readiness through regular weekend flying stints.

- A relatively small number of doctors and dentists of the Organized Reserve have been recalled to active duty.

- Organized Surface Reserve officers and enlisted men have been recalled individually. This recall of Organized Reserve personnel was highly selective with the emphasis placed on certain general and emergency service ratings.

- A relatively small number of Volunteer Reservists has been ordered to active duty.

- Certain Fleet Reservists in ratings that are especially needed have been recalled to active duty.

- District commandants have been authorized to recall selected Reserve officers (or retired officers who vol-

unteer for duty) to active duty to supplement district staffs.

- Transfers (except for physical reasons) from the Organized Reserve to the Volunteer Reserve have been suspended.

- Resignations and discharges from the Reserves (except for "hardship" cases) have been stopped temporarily.

For the latest information on the rules governing the recall of Naval Reserve personnel to active service, read the 1 Sept 1950 issue of "The Naval Reservist," monthly publication of the Naval Reserve.

Marine Corps

Voluntary enlistments—First enlistments and reenlistments of Marines are being accepted on an unlimited quota. All may sign up for four or for six years. All enlistees must meet the physical requirements for general service.

In order to encourage experienced veterans to reenlist, dependency restrictions, and medical requirements for color perception and teeth have been relaxed.

Recall of Reservists—The Marine Corps moved fast to bring into its organization veteran Marine officers and enlisted men who had maintained their proficiency in the Marine's Reserve units.

These were some of the more important steps taken to expand Marine Reserve strength:

- Mobilization of officers and enlisted men of the Marine Organized Ground Reserve was announced. This order affected Organized Reservists who were enrolled in units and who had been receiving drill pay for their training. These Reservists were ordered to report for active duty to training camps where they would receive refresher training.

- Naval medical and dental personnel attached to Marine Organized Ground units in a pay status were also ordered to active duty along with their units.

- Certain Marine Air Reserve squadrons have been ordered to active duty as units. These squadrons are needed to bolster the Marine air arm which was at reduced strength.

- Active duty orders have also been written for a number of women Marines who are members of Organized Reserve units.

74 Outstanding Ships, Aircraft Squadrons Get Top Efficiency Awards

Seventy-four of the Navy's most outstanding ships and aircraft squadrons have been presented with battle efficiency pennants and their crews authorized to wear the Navy "E" on their sleeves.

The Navy's top efficiency award—the Majorie Sterrett Battleship Fund Prize—was won by two submarines, *uss Charr* (SS 328) and *uss Sea Robin* (SS 407).

Crews of the pennant-winning ships will receive \$20 prize money per man. Here are the winning ships and units:

- Cruisers—*uss Columbus* (CA 74); *uss Juneau* (CLAA 119); *uss Manchester* (CL 83).

- Destroyers—*uss Lloyd Thomas* (DD 764); *uss Massey* (DD 778); *uss Richard B. Anderson* (DD 786); *uss Benner* (DDR 807); *uss Everett F. Larson* (DDR 830); *uss Robert L. Wilson* (DDE 847); *uss Kenneth D. Bailey* (DD 713); *uss Keppler* (DDE 765); *uss Henderson* (DD 785); *uss Hollister* (DD 788); *uss Agerholm* (DD 826); *uss Fiske* (DD 842); *uss Furse* (DD 882).

- Carriers—*uss Midway* (CVB 41); *uss Palau* (CVE 122); *uss Badong Strait* (CVE 116).

- Submarines—*uss Chopper* (SS 342); *uss Diodon* (SS 349); *uss Sea Leopard* (SS 483); *uss Caiman* (SS 323); *uss Charr* (SS 328); *uss Sea Robin* (SS 407).

- Destroyer Escorts—*uss Spangler* (DE 696).

- Destroyer Tenders—*uss Yellowstone* (AD 27).

- Submarine Tenders—*uss Sperry* (AS 12); *uss Howard W. Gilmore* (AS 16).

- Seaplane Tenders—*uss Floyds Bay* (AVP 40).

- Landing Craft—*uss LST 533*; *uss Catamount* (LSD 17); *uss LSMR 517*; *uss LST 980*; *uss LSMR 404*; *uss PC 1141*; *uss PCEC 873*; *uss PC 1263*; *uss PCS 1380*.

- Minicraft—*uss Towhee* (AM 388); *uss Ellyson* (DMS 19); *uss Pelican* (AMS 32); *uss Grosbeak* (AMS 14); *uss Chatterer* (AMS 40).

- Aircraft Squadrons—VA 55; VF 24; VF 52; VMF 212; VP 8; VP 49; VA 65; VF 43; VF 62; VMF 214; VP 22; VS 22.

General Line School Suspends Operations

The Navy's General Line School at Newport, R.I., has suspended operations. The approximately 500 officers who were to have begun a 10-month course there on 24 July have been reassigned to other duty.

For the present, it is planned that instruction at Naval School, General Line, Monterey, Calif., will continue. A class of approximately 500 officers commenced studies there in February 1950.

Like the course at Monterey, the one offered at the General Line School, Newport, R.I., provided training in professional naval subjects for officers of the grade of commander and below.

- Auxiliaries—*uss Roque* (AKL 8); *uss Sussex* (AK 213); *uss Pickaway* (APA 222); *uss Okanogan* (APA 220); *uss Bexar* (APA 237); *uss Waccamaw* (AO 109); *uss Nespelen* (AOG 55); *uss Cimarron* (AO 22); *uss Namakagon* (AOG 53); *uss Consolation* (AH 15); *uss Jason* (ARH 1); *uss Bolster* (ARS 38); *uss Hoist* (ARS 40); *uss Kittiwake* (ASR 13); *uss Wantuck* (APD 125); *uss Yuma* (ATF 94); *uss Alsea* (ATF 97); *uss Keosauqua* (ATA 198).

Twenty-two of the above vessels are repeaters, have won the pennant in both 1949 and 1950.

Fashion Academy Establishes Full-Tuition Scholarships

Ten full-tuition scholarships for women who wish to make a career of fashion have been offered to daughters of naval or Marine Corps personnel.

The scholarships—each of which is valued at \$2520—include all expenses except living costs for a complete year's work at New York's Fashion Academy.

Applicants must be at least 17 years old and must have a high school diploma. They must also be physically and mentally fit and desire fashion for a career.

For further information, write to Dependents Services Branch, Bureau of Naval Personnel, Department of the Navy, Washington 25, D. C.

MarCor Enlistment Quotas Now Unlimited; Physical Requirements More Lenient

Quotas for the enlistment and reenlistment of men in the Marine Corps are now unlimited, Almar 8-50 (NDB, 15 July 1950) announced. Physical standards as regards color perception and dental condition have been liberalized.

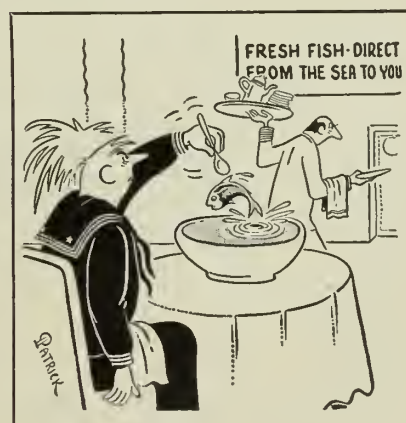
Veteran Marines in the rank of sergeant and below in the Marine Corps Reserve will be accepted for assignment to one year's temporary active duty, the directive states. This is aside from the unlimited Regular MarCor enlistments and reenlistments. Veterans not already in the Marine Corps Reserve can enlist in that organization if they can meet the modified standards now in effect. Those in the two top enlisted pay grades will be assigned active-duty ranks as follows, if a year or more has elapsed since discharge:

- Master sergeant—sergeant.
- Technical sergeant—corporal.

Marriage provisions apply in accordance with the active-duty rank being assigned. In the event that Marine Corps Reserves are later mobilized, individuals reduced as mentioned here will be reappointed to the rank from which reduced.

New recruits may enlist for four years. All one-year active Reservists enrolled under the new program east of the Mississippi will be sent at first to Camp Lejeune, N.C. All other one-year active Reservists enrolled in the program are going to Camp Joseph H. Pendleton, Oceanside, Calif.

All applicants should obtain additional information from their local recruiting offices.



Program Now Underway to Select 1951 Quota for Limited Duty Officers

Machinery is now in motion toward filling the 1951 quota for new limited duty officers. All requests for consideration as prospective appli-

cants for appointment to the rank of ensign (LDO) were to be in the hands of COs by 1 July 1950. The next six months will be an important

and crucial period in many naval careers.

The Navy's LDO program, now in its fourth year, gives the Navy's most outstanding young men an excellent chance for advancement. While the number of commissions awarded each year is not large in proportion to the number of applicants, there is a definite opportunity for the top-notch candidate. Although the deadline is past for becoming a candidate for the 1951 LDO increment, ALL HANDS gives here a new roundup of related matters. The LDO program is a continuing thing.

Of greatest interest to most people who think of the LDO program in relation to themselves are the eligibility requirements. Here they are, for regular Navy personnel who hold the permanent rank or rating of commissioned warrant officer, warrant officer, chief petty officer or petty officer first class:

- Have completed 10 years of active naval service, exclusive of training duty in the Naval or Marine Corps Reserve, on or before 1 January of the year in which the appointment can first be made. Marine Corps service can be included.

- Have served as PO first class or higher for at least one year as of 1 January of the year in which the appointment can first be made, and be so serving on that date.

- Have not passed the 35th birthday as of 1 January of the year in which the appointment can first be made—in most cases. In the case of an individual who is serving in a temporary commissioned grade of ensign or above, or who has previously served in a temporary commissioned grade of lieutenant (junior grade) or above, the age limit is raised to 38 years.

- Must be able to complete 30 years of active naval service on or before reaching the age of 55.

- If enlisted, the applicant must have no record of conviction by deck court, summary court-martial or general court-martial for the two years preceding the date of written examination.

- Must be able to meet the physical standards prescribed for original

<i>Enlisted Rating</i>	<i>Warrant Officer Title and Classification</i>	<i>Technical Field</i>	<i>LDO Title and Classification</i>
Boatswain's mate	BOSN 712 (boatswain)	Seamanship and ship's operation	Deck
Quartermaster	BOSN 714 (ship controlman)		
Radarman	BOSN 714 (ship controlman)		
Sonarman	BOSN 714 (ship controlman)		
Gunner's mate	GUN 723 (surface ordnance technician)	Operation, maintenance and repair of offensive and defensive armament	Ordnance
Fire controlman	GUN 724 (control ordnance technician)		
Fire control technician	GUN 724 (control ordnance technician)		
Torpedoman	TORP 733 (underwater ordnance technician)		
Mineman	TORP 733 (underwater ordnance technician)		
Radioman	RELE 763 (communications supervisor)	Naval administration and personnel management	Administration
Teleman	RELE 763 (communications supervisor)		
Personnel man	SCLK 782 (personnel man-yeoman)		
Yeoman	SCLK 782 (personnel man-yeoman)		
Lithographer	SCLK 784 (printer)		
Printer	SCLK 784 (printer)		
Machine accountant	SCLK 788 (machine accountant)		
Journalist	SCLK 783 (journalist)		
Communications technician	RELE 764 (communications technician)		
Machinist's mate	MACH 743 (machinist)	Operation, maintenance and repair of propulsion and auxiliary equipment	Engineering
Boilerman	MACH 743 (machinist)		
Machinery repairman	MACH 743 (machinist)		
Engineman	MACH 743 (machinist)		
Opticalman	MACH 744 (instrument technician)		
Instrumentman	MACH 744 (instrument technician)		
Damage controlman	CARP 774 (ship repair technician)	Maintenance and repair of a vessel's hull and related equipment	Hull
Pipe fitter	CARP 774 (ship repair technician)		
Metalsmith	CARP 774 (ship repair technician)		
Molder	CARP 773 (foundryman)		
Patternmaker	CARP 773 (foundryman)		
Electrician's mate	ELEC 754 (electrician)	Operation, maintenance and repair of electrical and electronics equipment	Electronics
Interior communications electrician	ELEC 754 (electrician)		
Electronics technician	RELE 766 (electronics technician)		

appointment in the Navy for the corps to which appointed.

- Regardless of age or service requirements, no one is eligible to apply for LDO appointment more than twice.

- No candidate may make application in more than one limited duty classification in any one year.

- No candidate will be eligible for appointment in LDO status if his conduct and associations are such that reasonable grounds are established for rejection by BuPers on the grounds of loyalty.

- After 1 July 1951, satisfactory completion of the GED test, high-school level, will be required. This will be required of all applicants—even high-school graduates—and the results must be available in the applicant's record.

Some people are not eligible, regardless. These are officers who have transferred to the Regular Navy as permanent USN officers above the rank of chief warrant officer, retired personnel, and members of the Fleet Reserve or Naval Reserve, among others. Hospital corpsmen aren't eligible for appointment to LDO status; they may be commissioned in the Medical Service Corps. At present there is no provision for musicians to advance to LDO officer rank. A path of advancement to commissioned status for personnel with a background in music is under consideration by the Navy Department.

All this was given in BuPers Circ. Ltr. 62-50 (NDB, 15 May 1950). So is the rest of this article, but from here on it's going to be somewhat condensed because of space limitations.

Next, let's go over the procedure which takes place between the first of July and the time when the selection board meets—shortly after New Year's, 1951.

- Before 1 September, the CO should submit by speedletter or other suitable rapid means to the Chief of Naval Personnel (Attn: Pers-B6222), the name, rate, service number, and classification for which application is made, of all prospective candidates in his command.

- The CO will closely observe the applicant for a period of five months. At the end of that time, about 1 December, he will prepare a special observation report to be forwarded to

<i>Enlisted Rating (Aviation)</i>	<i>Warrant Officer Title and Classification</i>	<i>Technical Field (Aviation)</i>	<i>LDO Title and Classification</i>
Air controlman	BOSN 712 (flight controller)	Operation control of aircraft	Aviation operations
Aviation boat-swain's mate	BOSN 711 (aviation boat-swain)		
Parachute rigger	CARP 772 (aviation survival technician)		
Aerographer's mate	AEROG 821 (aerographer)		
Trademan	RELE 762 (training devices technician)		
Aviation photographer's mate	PHOT 831 (photographer)	Operation, maintenance and repair of aviation offensive and defensive armament	Aviation ordnance
Photographer's mate	PHOT 831 (photographer)		
Aviation ordnanceman	GUN 721 (aviation ordnance technician)		
Aviation machinist's mate	MACH 741 (aviation machinist)	Maintenance and repair of aircraft, power plants, structures and accessories	Aviation engineering
Aviation structural mechanic	CARP 771 (aviation structural technician)		
Aviation electronics technician	RELE 761 (aviation electronics technician)	Operation, maintenance and repair of aviation electrical and electronics equipment	Aviation electronics
Aviation electronicsman	RELE 761 (aviation electronics technician)		
Aviation electrician's mate	ELEC 751 (aviation electrician)		
<i>Enlisted Rating (Supply)</i>	<i>Warrant Officer Title and Classification</i>	<i>Technical Field (Supply)</i>	<i>LDO Title and Classification</i>
Storekeeper	PCLK 798 (supply clerk)	Supply, disbursing and commissary	Supply
Aviation storekeeper	PCLK 798 (supply clerk)		
Ship's serviceman	PCLK 798 (supply clerk)		
Disbursing clerk	PCLK 798 (supply clerk)		
Commissaryman	PCLK 798 (supply clerk)		
Steward	PCLK 798 (supply clerk)		
<i>Enlisted Rating (Civil Engineer Corps)</i>	<i>Warrant Officer Title and Classification</i>	<i>Technical Field (Civil Engineer Corps)</i>	<i>LDO Title and Classification</i>
Construction electrician's mate	ELEC 759 (construction electrician)	Construction, maintenance and repair of shore installations and operation of utilities	Civil engineering
Mechanic	MACH 749 (equipment foreman)		
Driver	MACH 749 (equipment foreman)		
Builder	CARP 779 (building foreman)		
Steelworker	CARP 779 (building foreman)		
Utilities man	MACH 748 (utilities technician)		
Draftsman	CARP 778 (drafting technician)		
Surveyor	CARP 778 (drafting technician)		

the Navy Department along with his endorsement on the application. (This special report form will be published by BuPers.) If there is a change in duty station during the observation period, each CO will observe and prepare a report for the appropriate period. The report will be forwarded to the next CO at the time of transfer.

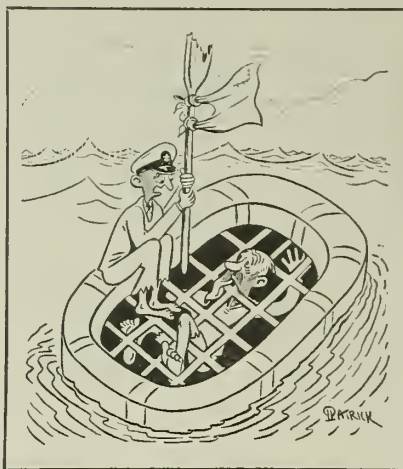
- At some time during the observation period—preferably during the last two months of this period—the applicant will be given a personal interview by a local board of officers. More about this board and the report it will make is given in the directive.

- The physical examination also comes up during the observation period—also preferably during the last two months. If the candidate fails this, he may still take the written examination for appointment. However, if the Bureau of Medicine and Surgery agrees with the findings of the local medical board, the appointment will be withheld if the candidate is selected.

- By 1 December—or another date set by BuPers—the CO must complete the special observation report on the prospective applicant.

- On 1 December—or on another date set by BuPers—the applicant must submit his formal application, including loyalty certificate, to his CO in the prescribed form. Other details about this application are included in the circular letter.

- On 11 December—or another date set by the Bureau—a written examination will be given throughout the service to all LDO applicants. The examination will be administered locally under supervision of at least one officer appointed by the CO or his senior in chain of com-



"I told you you'd get brig time for not dogging down the hatches."

mand. The examination will be objective, and will be composed of three parts: Intelligence test—OQT type; military knowledge and naval administration—A to N type; and technical examination based on broad technical requirements of the LDO classification requested by the applicant. The third-mentioned part will not be required for the 1951 program.

- By 15 December—or another date set by BuPers—COs will assemble all papers and forward them by suitable means to BuPers (Attn: Pers-B6222) for use by the selection board. Seven papers or forms must be included. They are: Application form with CO's endorsement—NavPers Form 953A as revised; special observation report, interview form, written examination (ungraded); report of medical examination—standard form 88; report of medical history—standard form 89; and loyalty certificate.

As was true in the 1950 program, all future selections for LDO appointments will be made for the grade of ensign only. It is expected that personnel selected before 7 Aug 1949 for limited-duty appointments, who hold temporary ranks in the grade of ensign or above, may continue to delay acceptance of their appointments until 1 Jan 1957. The only exception will be in the event that the number of officers holding permanent appointments on the active list of the line of the Regular Navy reaches 95 per cent of the number of such officers authorized by law

before 1 Jan 1957. If this occurs, these LDO selectees will be required to accept their LDO commissions at that time. Appointments of personnel selected for LDO commissions before 7 Aug 1949 can be made up through the rank of commander. Personnel selected after 7 Aug 1949, who hold temporary rank in the grade of ensign or above, may delay acceptance of appointment until just prior to the time when they will be eligible for promotion to lieutenant (junior grade), LDO. Provision is made to adjust the officer's position on the LDO lineal list to put him as nearly as possible on a par with his contemporaries.

The LDO program provides enlisted personnel with a path of advancement to commissioned grades up to and including commander before completing 30 years' active naval service.

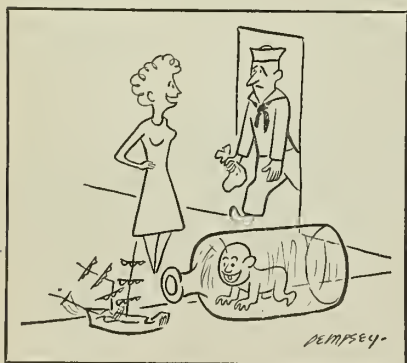
Limited-duty ensigns will become eligible for promotion to lieutenant (junior grade) upon completion of three years' service as ensign. Promotion to grades above lieutenant (junior grade) will be by selection. The numbers to be selected for promotion are such that not an unduly large number will be "passed over." Promotions in the line will be made to fill vacancies. In the staff corps, the selected officer will be promoted with his line officer running mate, who will be a limited-duty officer. A limited-duty line officer is required to have the same sea or foreign service as an unrestricted line officer before becoming eligible for promotion.

BuPers Circ. Ltr. 62-50 gives also a good coverage of rules governing retirement of LDOs for reason of having twice "failed of selection for promotion." Career men who are aspiring LDOs will be encouraged to learn that being twice "passed over" does not necessarily mean forced retirement.

And here are a few additional points of interest for LDOs and for those who plan or hope to become LDOs in the future:

- No limited-duty officer will suffer any reduction of pay and allowances to which he was entitled at the time of his appointment, by virtue of his permanent status.

- Line LDOs may—upon application, and if qualified—be assigned to engineering duty only, aeronautical



"John, the baby did the cutest thing today."

engineering duty only, special duty only or to unrestricted performance of duty. Upon being so assigned, his status as an officer designated for limited duty will terminate.

- Staff corps LDOs may likewise apply for unrestricted performance of duty in the staff corps concerned. Upon being so assigned, his status as an officer designated for limited duty will terminate.

- Limited-duty officers, if not otherwise retired pursuant to law, will be placed on the retired list on the last day of the month following the month in which they complete 30 years' active naval service.

- The LDO classification does not deny an officer the privilege of requesting retirement under the present 20-year retirement law (with 10 years' commissioned service), or from other benefits of law to which he might be entitled.

For the normal path of advancement to LDO status from warrant or enlisted classifications, see chart. When applicant has special training or qualifications, deviation from the normal pattern is sometimes permitted.

Navy Officers Participate In Sub-Arctic Training

"Summer arctic operations" constituted the subject matter of an unusual study course held this summer at Big Delta, Alaska. The student body consisted of approximately 100 Army officers and a smaller number of Navy and Air Force officers.

Many subjects connected with arctic travel and survival were studied or demonstrated during the midsummer course. Among them were Alaskan geography and weather, glacier climbing, use of special mountaineering equipment, characteristics of snow and ice, bivouacking above timberline, land navigation, survival techniques, and several others.

Of the Army officers chosen for the special training, 75 came from continental U.S. activities and the remainder from the Alaskan Command. The course was designed to familiarize specialized officers in the techniques of operating individually or in small groups under summer conditions in the sub-arctic. The modifications of standard training and techniques needed for such conditions were emphasized.

Oiler Has Slick Duty in the Mediterranean

For two months the Navy tanker uss Salamonie (AO 26) was in the Mediterranean area earlier this year. She performed 19 refuelling jobs in port and 60 underway, and visited almost a dozen colorful cities. Here are some of the observations Salamonie writers sent in to ALL HANDS about some of the places visited.

First we touched at Casablanca, French Morocco, and spent an enjoyable two and one-half days there. One-third of the crew was granted liberty each day while visiting the port, and many strange sights were seen. Many visited the city hall, enjoying the magnificent view from the tower. Some visited the palace of the Sultan, being shown through the gardens and other grounds. Churches were also visited, and some of the men are still talking of the wonders of the worship that is so different from their own.

The majority of the purchases made consisted of leather goods. Such items as hassock covers and ladies' purses led the sales. Most of the leather goods were manufactured from camel hide but some of the finer pieces were made from gazelle skin. Perfume was also a good seller to *Salamonie's* crew, and many popular brands found their way on board. The merchandise was purchased at a price considerably lower than what one would have paid in the States. One can imagine that many of Newport's belles will be wearing the scents of old France when *Salamonie* reaches her home port.

Personnel from *Salamonie* found that Taranto, Italy, might well be called "the Key West" of that nation. The climate during the winter months is excellent, but very hot in summer. It is one of Italy's major naval bases and offers an excellent anchorage to visiting ships.

In Taranto the Italian officers' club, petty officers' club and enlisted men's club were made available to us in the evenings. Three Italian naval beaches and a number of public beaches offered excellent swimming. Transportation was the

greatest difficulty encountered. Taxis are few and very expensive. Horse-drawn carriages are plentiful, but a great amount of time is consumed in arriving at a price.

A visitor in Taranto will find a good harbor, a quiet relaxing place, good food and beverages, an excellent climate and friendly people, but poor shopping. It is one of the cleanest cities in the Mediterranean.

Tripoli, Tripolitania—This is the chief port of western Libya. The population is approximately 140,000, consisting of Arabs, Greeks, Libyans, Italians and others. The countryside is low and flat, with widely scattered palms and fig trees. The land is cultivated mostly by Arabs, using oxen or donkeys for motive power.

Like in many other European and Mediterranean cities, there are numerous small shops of all descriptions here. These shops do a lot of manufacturing, making a variety of things on a small scale. Hand weaving of rugs and mats seems to be the major activity in most of the small shops. All the weaving is done by hand, and the time spent on a single rug runs into many days.

Suda Bay Area, Crete—All hands were impressed by the friendly manner, the simplicity and the honesty of these people who were so poor in the material things. Only the attitude of the truck and taxi drivers belied the general impression of solidarity, permanence and endurance which the people gave. These individuals operate at full speed with one hand for the steering wheel and one for the horn. Brakes are used only to stop at the end of the trip. However, the taxi drivers refuse tips, which makes them just about unique.

Leghorn, Pozzuoli, Naples in Italy; Gulfo Juan, France; Oran, French Morocco, and Lisbon, Portugal—while not necessarily in this order, *Salamonie* men saw them all. And then it was Newport, R.I., for independent sea exercises, upkeep and leave.

For a photograph of uss Salamonie, see inside front cover.

POs Returning from Overseas Granted More Time to Help Their Families Get Settled

Enlisted members returning to the U. S. with their families from duty overseas are now assured of a few days' time in which to get their families settled before they must themselves report to a receiving station for processing.

Although this procedure has been general practice at most ports handling naval personnel and their dependents returning from overseas, a new directive, BuPers Circ. Ltr. 83-50 (NDB, 15 June 1950) makes it official.

There have been incidents, the circular letter states, where hardships have been experienced by en-



listed men and their dependents who were separated from one another immediately upon debarking from a military transport.

This has been true principally because the enlisted man was under draft orders and, as soon as the ship was docked, was required to report to a receiving station. As a result, his dependents were stranded, often left without knowledge of his whereabouts.

To smooth out this ship-to-shore transition period for dependents, the directive provides that all enlisted men who will be embarked on the same transport as their dependents, will be issued individual orders rather than be included as a member of a draft. The individual orders will provide:

- "Such manner of reporting as will occasion a minimum of separation of the man from his dependents prior to embarkation, and. . .

- "Delay not to exceed two (2) days in reporting to the designated receiving station after debarkation."

Upon debarkation, the debarkation officer at the receiving port will process separately men with dependents on board and will enable them to contact and assist their dependents. Should an enlisted man request and receive a delay under these provisions, the delay will, of course, be charged as leave.

Although this directive is intended to cover outbound as well as inbound personnel and their dependents, it is not expected in many cases that personnel being transferred overseas will be accompanied by their dependents. More often, dependents will follow the individual to his overseas station at a later date.

Officer Applicants Sought For Correspondence Course In Economic Mobilization

Five hundred officers per year of the Navy, Naval Reserve, Marine Corps and Marine Corps Reserve will be eligible, under present plans, to take a new correspondence course to be first available this fall, entitled Emergency Management of the National Economy. Officers to enroll will be nominated by the Chief of Naval Personnel from applicants of the rank of lieutenant commander and above.

The new course in economic mobilization is designed for selected officers—Regular Navy and Naval Reserve—and for leading civilians. Its purpose is to prepare these people for emergency service in command, staff and planning assignments in the military establishment. Applications for the course may be filed now, by official letter to the Chief of Naval Personnel (Pers C-1126). Applications should include full name, rank and file number. Also to be included is a statement as to whether the applicant has completed the Field Economic Mobilization Course given by the Industrial College of the Armed Forces as a two-week training course in various naval districts. Preference will be given officers who have completed that course.

Major subdivisions of the course on Emergency Management of the National Economy are as follows:

- A review of fundamentals of background material, such as economics, administrative management and social-psychological factors involved in emergency situations.

- A consideration of the various controls and their effects on the stabilization of the economy, including priorities, allocations, and price, profit and wage controls.

- An examination of procurement planning and purchase functions.

- A treatment of the essentials to production, including material and manpower resources, facilities, transportation, communications, power, public health and civil defense.

- A study of foreign aid, economic intelligence, and economic warfare measures.

- Analysis of the correlation of all these elements in organizing and mobilizing the national economy in an emergency.

WHAT'S IN A NAME



Yardarm

Although the masts of modern ships are equipped with a steel yard, formerly the yard almost universally was made of a single piece of timber—a long horizontal spar, usually cylindrical and tapering toward the ends—designed to support and extend a square sail.

For easy designation, the yard is divided into two parts—port and starboard—the outer quarter or tip of each part being called the yardarm.

An officer's quip, originating from the old sailing navy, is "When the sun is over the yardarm it's time to take a drink." Sometimes the term fore-yard or fore yardarm might be substituted for the word yardarm. This was considered to mean it was noon, before which it was not etiquette to order drinks in the wardroom.

In modern speech along shore, yachtsmen (and even landlubbers) may be heard anxiously inquiring of each other whether "the sun is over the yardarm?"

Complete Roundup of Current Legislation of Interest to Naval Personnel

Recent action by Congress on bills of interest and importance to personnel of the naval establishment is summarized below. Last month's legislative summary appeared on page 56 of the August issue.

Free Postage — S. 3876, passed by Congress and signed by the President, now Public Law 609: To provide free postage for members of the armed forces of the United States in specific areas. (This law provides free postage for U.S. servicemen in Korea and other regions which the President might designate as a combat area, on letters to people in the States and its territories and possessions. Letters of one ounce and less go by airmail if air space is available. The law became effective with the signing of the bill by the President and will continue until 30 June 1951 unless terminated by the President or Congress.)

Service Strength — S. 3939: Introduced; to suspend restrictions on the authorized personnel strength of the armed forces.

Duty Benefits — S. 3962: Introduced; to extend to personnel of the armed forces participating in the Korean campaign all benefits which were applicable to persons who performed military service during World War I and World War II.

Readjustment Benefits — H. R. 9003: Introduced; to extend the provisions of the Servicemen's Readjustment Act of 1944 to those members of the military and naval forces who are actively engaged in combat with the Communist elements of the Korean government and who are not entitled to the benefits of said Act.

Foreign Vessels — S. 3859: Reported with amendments by the Committee on Interstate and Foreign Commerce; to authorize the President to control the anchorage and movement of foreign-flag vessels in waters of the United States when the national security is endangered. (This bill, if passed, would enable the President to issue regulations for the taking over of full possession and control of foreign vessels if necessary in times of emergency, permitting the removal of officers and crew from

QUIZ AWEIGH ANSWERS

QUIZ AWEIGH is on page 9.

1. At left (a) France; at right (e) Turkey.
2. (a) (b) (c) The single flag serves the three purposes in both countries.
3. (b) Mineman (MN).
4. (b) Fire control technician (FT).
5. (b) Amphibious force flagship.
6. (c) Complex communications devices. AGCs served as nerve centers and floating headquarters during many vital allied invasions of World War II.

the vessel. Also provides for safeguards against sabotage, subversive acts, accidents, or other causes of similar nature, to vessels, harbors, ports and waterfront facilities in the U.S., the Canal Zone, and all territory and water, continental or insular, subject to the jurisdiction of the United States.)

"Anti-plucking" Law — S. 2335: Passed by Congress and signed by the President, now Public Law 570; to make certain revisions in titles I and III of the Officer Personnel Act of 1947, as amended. This law provides for [1.] Substitutes a "selection for retention" procedure for the present "plucking" provisions of the Officer Personnel Act. [2.] Provides for flexibility in determining the number of officers to be promoted to and retained in flag grade each year as based on the needs of the service, to be determined by a five-year study. [3.] Eliminates year-to-year jeep-

ardy of all officers on the flag list as regards retention on the active list. [4.] Provides an orderly method of reducing the total number of line flag officers to 150 by 1947, slowing down the rate of promotion to arrive at the normal years of service in the grade stated in the Officer Personnel Act, and affording equitable consideration, over the years, of officers concerned for promotion to and retention in flag grade.)

Medical Academy — H. R. 9157: Introduced; to create a United States Medical Academy for the instruction of physicians for the armed services and the Public Health Service.

NSLI Disability — H. R. 6560: Passed by the House of Representatives; to amend the National Service Life Insurance Act of 1940 to authorize provisions in NSLI policies for increased monthly disability benefits. (This bill, if passed, would allow an NSLI policy holder on life insurance alone to be eligible for monthly benefits of from \$5.00 to \$10.00 per month, in multiples of \$1.00, for each \$1000 of insurance held, if he should become totally disabled six months or more after taking out the insurance and before reaching the age of 60.)

Unauthorized Medals — S. 1171: Passed by Senate and cleared for House; to prevent unauthorized acceptance or wearing of foreign decorations by officers of the United States. (If passed, this bill would provide a fine of \$500 or six months imprisonment, or both, and disquali-



"Been in quite a while, chief?"

fication of holding public office for accepting, wearing or publicly showing "any present, decoration or other thing" presented by any foreign government unless the award is tendered through the State Department and not to the officer in person, then delivered to him by the State Department through authorization by an Act of Congress. Provisions which would have made the bill retroactive were removed by the subcommittee amendment.)

Reservists Meals — S. 3870: Introduced; to provide for subsistence in kind for enlisted personnel of the Reserve components of the National Defense Establishment when engaged in inactive duty training. (Provides that enlisted Reservists receiving pay for drills and inactive duty training should also receive subsistence in kind—meals—if the training period lasts for four hours or longer.)

Alien Wives — S. 1858: (Passed by Senate and cleared for House; to permit the admission of alien spouses and minor children of citizen members of the U.S. armed forces. (If passed, this bill would waive the

excluding provisions of the existing law relating to inadmissibility because of race in the case of the alien spouses and minor children of citizens either serving in or honorably discharged from the U.S. armed forces. The committee added an amendment which places a limitation date restricting its application to marriages which occurs within 90 days after the act becomes law. It would enable an estimated 760 alien wives and alien minor children in Japan to accompany the citizen-husband and father on his return to the U.S.)

Family Allowances — S. 3986 and H. R. 9262: Introduced; to provide family allowances for the dependents of enlisted members of the U.S. armed forces. (This bill, if passed, would supplement the provisions of the Career Compensation Act by instituting family allowances for enlisted men. Under the present law, only men drawing saved pay are receiving family allowances.)

Tax Exemptions — H. R. 9248: Introduced; to grant income tax exemptions with respect to compensation received for active service in the armed forces.

New Housing Act Increases Benefits Under GI Bill For World War II Veterans

Housing loan benefits which qualified persons can obtain under the GI Bill have been increased and improved by the Housing Act of 1950, signed earlier this year by the President. Eligibility requirements include 90 days' active service, some part of which occurred between 16 Sept 1940 and 25 July 1947, and a discharge or separation under other than dishonorable conditions.

BuPers Circ. Ltr. 81-50 (NDB, 15 June 1950) outlines the provisions of the new housing act and instructs COs regarding procurement and distribution of new corrections to VA Pamphlet ER-1 summarizing the loan changes. Pamphlet ER-1 is entitled "Benefits for World War II Veterans." Distribution of the pamphlet with corrections as of 1 May 1950 has been authorized. It will go to all persons being separated who served on active duty before 26 July 1947—and may thus be eligible for loan benefits—as well as to veterans on active duty.

Important changes in the loan program are:

- The amount of VA guaranty on a home loan is increased to 60 per cent of the loan, up to a maximum of \$7,500. Previously it was 50 per cent, up to \$4,000.

- The maximum period of time over which home loans may be repaid is extended to 30 years to provide lower monthly payments. Previously the maximum loan period was 25 years.

- Effective 20 July 1950, VA is authorized to make direct government loans at four per cent in certain areas where four per cent home financing is not available from other sources. All qualifications for a regular GI loan must be met and direct loans cannot exceed \$10,000.

- As of 20 Oct 1950, more costly and less advantageous combination Federal Housing Administration—GI loans will be eliminated.

- Homes on which construction commenced after 20 July 1950 cannot be sold to veterans with the aid of GI loans unless construction requirements of VA are met.

HOW DID IT START

Ship Christening

Christening a new ship by breaking a bottle of wine over its prow is believed to be a survival of the ancient custom of dedicating each vessel to the protection of a god.

Ancient ships often bore the images of the deities to which they were consecrated. The wine probably represents the libation poured out in connection with sacrifices.

This libation in turn symbolized the blood of a human or animal offering.

Greek and Roman priests propitiated the gods by sacrificing animals and by performing incantations when a ship was launched or was about to set out on a long voyage. During the Middle Ages this pagan ritual was absorbed by Christianity and became comparable to a baptism and formal blessing. In time the christening ceremony lost its religious significance and became merely a seamen's custom.

Originally red wine was generally used in ship-launching ceremonies, but later the sparkling and effervescent white wine known as champagne was substituted, probably because it was rarer, more costly, held in higher esteem and therefore deemed more worthy for such a purpose.

During prohibition in the U.S., water or some other liquid was sometimes used, but conservative seamen opposed the substitution on the ground it would bring bad luck.

At the launching ceremony, the sponsor breaks the bottle of champagne at the prow and says, "I christen thee" or "I sponsor thee."



• VA may in certain circumstances restore loan guaranty rights of veterans who used their loan entitlement for property later taken through condemnation or destroyed by fire or other natural causes.

• VA is directed to issue regulations limiting fees and other charges which may be made against builders and veterans in connection with construction and sale of GI loan financed housing.

• New provisions make GI loans for farm dwellings easier to obtain.

• New provision makes unremarried widows of deceased veterans who died in service or from service-connected causes after discharge eligible for the loan benefits to which their husbands would have been entitled.

Liberalization of GI home loan provisions has prompted VA Administrator Carl R. Gray, Jr., to issue a word of caution to the 13 million WW II veterans who still are eligible for VA loan guarantees. In a four-page pamphlet (VA Pamphlet 4-5, June 1950) addressed to the home-buying veteran, Administrator Gray points out some of the pitfalls and headaches which may be encountered through easy mortgage financing and offers advice toward avoiding them.

Shipyard Disaster Program Initiated at Pearl Harbor

Key personnel at the Naval Shipyard, Pearl Harbor, T.H., 260 in number, are receiving special radiological training to enable the activity to better survive any possible atomic attack.

Most of the 260 shipyard employees attending the educational programs have important posts in the shipyard disaster program. It will be their responsibility to see that all mechanics, helpers and apprentices receive decontamination training related to their particular trades. Sufficient training is being given so that every shipyarder will know what he should do in the event of an atomic attack.

The training of key personnel is being given at the Fleet Training Center, Aiea, under the direction of naval personnel. It was pointed out that the special instruction in radiological defense does not mean that the shipyard is in any special present danger.

Latest Word on Transportation by MSTs

Many requests for transportation to overseas points on Military Sea Transportation Service ships are being directed to the wrong source.

Ordinarily, when requests for permission to use military transportation are not submitted through the regular chain of command, they should be addressed to: Chief of Naval Personnel, Transportation Division, Department of the Navy, Washington 25, D. C.

Requests for such permission from Marine Corps personnel should be addressed to: Commandant, U. S. Marine Corps, Washington 25, D. C.

When such requests must be submitted from an overseas port, they should then be submitted to the area commander concerned.

These rules for submitting requests for transportation apply only to those not on active duty with the Navy or Marine Corps. Active duty personnel will submit all such requests for themselves or for their dependents or relatives through normal channels i.e. through their Commanding Officer.

The bulk of the misdirected requests come from retired Naval personnel seeking transportation and from relatives who want to visit the serviceman overseas.

In most cases, these requests have mistakenly been addressed to the Military Sea Transportation Service rather than to BuPers. MSTs has nothing to do with issuing travel authorizations; MSTs is concerned only with the operation of the ships.

In granting such requests for travel on military ships, BuPers points out that it relies on a priority system similar to that used in allocating space on military aircraft.

Briefly, here is an up-to-date proposed list of the categories eligible to use military transportation, in the order of their priority:

1. Service personnel ordered to a permanent change of station overseas.

2. Dependents of officers, chief petty officers, petty officers first and second class (and petty officers third class with seven or more years' service) who are ordered to permanent change of station overseas.

3. Civilian employees of the Department of Defense, their wives and children, who are going to or re-

turning from overseas duty assignments.

4. Service personnel on leave.

5. "Dependents" of petty officers third class (with less than seven years' service) and non-rated men ordered to a permanent change of station overseas.

6. Dependents of officers and all enlisted men on leave (when the dependents are accompanied by the officer or enlisted man).

7. Retired service personnel and their dependents.

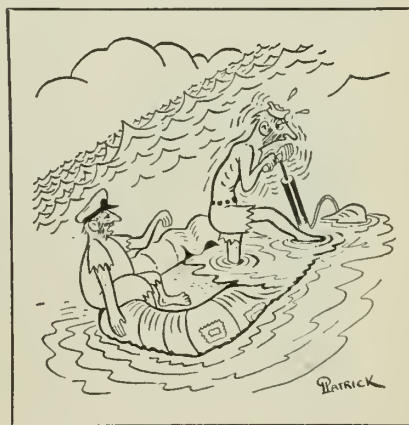
8. Certain categories of relatives of service personnel eligible to visit a serviceman at his overseas duty station.

Personnel in Categories 1, 2 and 3 are the only ones who are virtually assured of passage at the time requested. Personnel in the lower categories may obtain transportation only when the space is available after the allocation of space to those in the first three categories.

Furthermore, persons in Categories 4-8 must also pay subsistence for themselves and their dependents or relatives during the time they are aboard a military transport.

For complete information on how retired personnel and relatives of Naval personnel can get military transportation overseas, see BuPers Circ. Ltr. 70-50 (NDB, 15 May 1950) which was explained in *ALL HANDS*, July 1950, p. 43.

For a map showing world routes covered by MSTs ships as well as photos of some of the ships that sail them, see *ALL HANDS*, November 1949, p. 30-31.



"This sea is really rough. That's the third flat since morning."

Complete Roundup of State Bonuses for Service in World War II

Most of the states and territories which are likely to authorize bonuses for World War II veterans have done so and the deadline for filing applications for five state bonuses already has expired.

In all, 20 states and territories have authorized bonuses to date. The latest to announce the conditions under which a serviceman may draw his bonus are Pennsylvania and Washington (*ALL HANDS*, March 1950, p. 56).

Incidentally, Pennsylvania is among the five states whose deadlines for bonus applications has now passed. The others are Louisiana, Ohio, Rhode Island, and South Dakota.

For the two latest round-ups of state bonus information, see *ALL HANDS*, August 1949, p. 51 and *ALL HANDS*, May 1949, p. 46-48.

To help you find out if you can still apply for a bonus from your state if you haven't already done so, here is a check list prepared by the Veterans Affairs Section of the Bureau of Naval Personnel which lists the deadlines for authorized state bonuses. The addresses of bonus authorities in states in which the deadline has passed have been omitted:

• *Alaska*—Deadline: none. Address: Commissioner of Veterans' Affairs, Territory of Alaska, Box 2721, Juneau, Alaska.

• *Connecticut*—Deadline: 30 June 1951. Address: Office of the Treasurer, Veterans' Bonus Division, Hartford 15, Conn.

• *Delaware*—Deadline: 1 Jan 1951.

Ordnance Test Station Is Converted to NAAS

The Naval Aviation Ordnance Test Station at Chincoteague, Va., is being converted into a naval auxiliary air station. The change is expected to relieve flight congestion in the Norfolk area and to result in an overall increase in operating efficiency.

In opening the new auxiliary air station at Chincoteague, the Navy is discontinuing operation of ordnance test facilities there. Control of the naval activity will pass from the Bureau of Ordnance to the Bureau of Aeronautics.

Address: Executive Director, Veterans Military Pay Commission, State of Delaware, P.O. Box 1871, Wilmington, Del.

• *Hawaii*—Deadline: none. Address: Director, Dept. of Veterans Affairs, Bldg. H, Iolani Palace Grounds, Honolulu 2, T. H.

• *Illinois*—Deadline: 30 June 1951. Address: (Cook County resident) Service Recognition Board, State of Illinois, 218 W. Monroe St., Chicago 6, Ill.; (Other residents) Service Recognition Board, State of Illinois, 301 W. Adams St., Springfield, Ill.

• *Indiana*—Deadline: 1 Jan 1951. Address: Bonus Division, Indiana Department of Veterans' Affairs, 431 N. Meridian St., Indianapolis 4, Ind.

• *Iowa*—Deadline: 31 Dec 1950. Address: Executive Secretary, Iowa World War II Service Compensation Board, 124 Des Moines St., Des Moines 16, Iowa.

• *Louisiana*—Deadline: expired.

• *Massachusetts*—Deadline: none. Address: Bonus Division, Commonwealth of Massachusetts, 15 Ashburton Pl., Boston, Mass.

• *Michigan*—Deadline: 18 Mar 1951. Address: The Adjutant General, State of Michigan, Bonus Division, Lansing 1, Mich.

• *Minnesota*—Deadline: 31 Dec 1950. Address: Commissioner, Veterans Affairs, State of Minnesota, Adjusted Compensation Division, 213 E. Fourth St., St. Paul 1, Minn.

• *New Hampshire*—Deadline: none.

Address: Adjutant General, Concord, N. H.

• *New York*—Deadline: none. Address: Veterans' Bonus Bureau, Department of Taxation and Finance, State of New York, 1875 N. Broadway, Albany, N. Y.

• *North Dakota*—Deadline: 17 Feb 1954. Address: Office of the Adjutant General, Adjusted Compensation Division, Fraine Barracks, Bismarck, N. D.

• *Ohio*—Deadline: expired.

• *Pennsylvania*—Deadline: expired.

• *Rhode Island*—Deadline: expired.

• *South Dakota*—Deadline: expired.

• *Vermont*—Deadline: none. Address: Adjutant General's Office, State of Vermont, Montpelier, Vt.

• *Washington*—Deadline: none. Address: Division of Veterans' Compensation, State of Washington, American Legion Hall, 219 West Legion Way, Olympia, Wash.

Medal Is Given for Rescue Of Man from Flaming Auto

A Navy and Marine Corps Medal with permanent citation was awarded to Leonard E. Godsil BTC, USN, attached to the Naval Receiving Station, Washington, D. C. The action which won the chief his award took place a third of the way around the world—in Guam. The citation does a good job of describing the event:

"Approaching the scene of an accident where an automobile was overturned into a ditch near NOB Guam and burning intensely, Godsil heard cries for aid from a man trapped inside the flaming vehicle. Although several previous attempts to rescue the victim had failed, Godsil, disregarded the personal danger from flames and a possible explosion to crawl through pools of burning gasoline and extricate the injured man from the wreck.

"Although suffering painful burns, he continued his courageous action by driving a jeep to the Naval Supply Center Dispensary and dispatching an ambulance to the scene of the disaster."



"As grand prize winner on tonight's show, you will receive, absolutely free, a round-the-world cruise."

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs, Navacts, and BuPers Circular Letters, not as a basis for action. Personnel interested in specific directives should consult Alnav, Navact and BuPers Circular Letter files for complete details before taking any action.

Alnavs apply to all Navy and Marine Corps commands; Navacts apply to all Navy commands; and BuPers Circular Letters apply to all ships and stations.

Alnavs

No. 58—Announces new ration

Veterans May Still Submit Claims for Unused Leave

Certain members and former members of the naval service who did not submit claims on or before 1 Sept 1948 for settlement of unused leave earned between 8 Sept 1939 and 1 Sept 1946 may now do so.

A new law passed by Congress (Public Law 479, 81st Congress) has extended the deadline for submitting these claims to 30 June 1951.

BuPers Circ. Ltr. 94-50 (NDB, 30 June 1950) implements the above law and directs that members and former members of the naval service concerned may obtain the necessary claim forms by submitting a request to the Chief of Naval Personnel.

BuPers points out that the directive affects only (a) those members and former members of the naval service who: (1) were in active service on 1 Sept 1946; (2) had more than 60 days unused leave to their credit on 31 Aug 1946; (3) did not submit a claim on or before 1 Sept 1948, and (b) those members and former members of the naval service who: (1) were not in active service on 1 Sept 1946; (2) were last discharged under honorable conditions or, if last discharged under other than honorable conditions, whose records are corrected after 9 Aug 1946 to show discharge under honorable conditions; (3) did not submit a claim on or before 1 Sept 1948.

values effective 1 July 1950 for midshipmen, aviation midshipmen and persons in hospitals.

No. 59—Concerns action on the 1951 General Appropriation Act.

No. 60—Concerns payment of basic allowance for quarters (BAQ) to personnel without dependents while in transit between permanent duty stations.

No. 61—Pertains to the expenses of shore patrols.

No. 62—Points out that the publication known as The United States Navy Magazine is in no way official.

No. 63—Pertains to clothing allowance for women of the Naval Reserve.

No. 64—Constitutes a change to SecNav Letter 49-715.

No. 65—Gives information on the subject of one-year extensions.

No. 66—Sets a new age limit for Naval Academy candidates—must not have reached 22nd birthday by 1 July of the year of entrance.

No. 67—Concerns financing of photographic equipment and supplies formerly financed and supplied by BuAer.

No. 68—Concerns discontinuance of shipping household effects and sending dependents to Pacific areas.

No. 69—Pertains to clothing allowance for enlisted men and women of the Naval Reserve.

No. 70—Concerns the insurance of delivery of goods.

No. 71—Deals with black and diesel bunker fuel.

No. 72—Concerns involuntary extension of enlistments.

No. 73—Pertains to retention on active duty of personnel who have requested transfer to the Fleet Reserve.

No. 74—Gives details regarding applications prior to 10 August from line officers for the course of instruction at the Armed Forces Staff College.

BuPers Circular Letters

No. 111—Gives information on civil readjustment material.

No. 112—Concerns the Combat Distinguishing Device.

No. 113—Concerns the promotion of naval officers.

No. 114—Gives information on the elimination of Military Law as an examination subject in officers' promotion examinations.

No. 115—Concerns the promotion of naval officers.

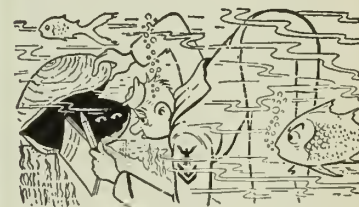
One of the war-born ratings which have become a part of the full-time Navy is that of journalist. This rating, though its owners are armed with the pen more than with the sword, is a



vital part of Uncle Sam's sea fighting force. In a free democracy, the public must know what its armed services are doing; servicemen should know about the world about them.

★ ★ ★

The job of the basic journalist includes such things as obtaining news and writing news articles and stories. Journalists rewrite items from sources such as press releases and announce-



ments of awards. Many of their stories about naval personnel and ships are sent through the Fleet Home Town News Center to the papers in the communities from which came the servicemen mentioned.

★ ★ ★

Journalists serve on the staffs of ship and station newspapers and other Navy publications as well as on inter-service projects such as the Armed



Forces Press and Radio Services. Provision is made for some journalists to serve as information and education specialists, as radio script writers, as art and make-up editors. In the complex life of today's Navy and today's world, journalists have their job to do.

BOOKS:

THERE'S GOOD READING IN NAVY'S LIBRARIES

• *Springtime in Paris*, by Elliot Paul; Random House.

Here is one of the best books of the 20th Century, this reviewer believes, for anyone who is the least bit interested in that perennial "city of light"—Paris—and in the people who live there. While *Springtime in Paris* has many of the elements of the classic novels touching that city *Quo Vadis*, *The Hunchback of Notre Dame*, *A Tale of Two Cities*—in itself it is not a novel at all. However, like the novels mentioned, it does paint a mural of the city, showing Paris in cross-section during a stirring era.

To do this—to portray Paris in the strange, confused year of 1949—Elliot Paul uses an unusual device. What should a person call it—semi-fictionalizing? The process of alternation? What it is is a process of exchanging between fact and fiction. The device consists of alternating between passages of first person I—was-there narrative and passages of third person prose (including conversation) depicting interludes at which Mr. Paul was not present.

Paris is a second home to Elliot Paul; he has spent much time there—and especially in the rue de la Huchette, the center of activity in this book. Those who read Elliot Paul's *The Last Time I Saw Paris* will find old friends and new ones here. Those who did not will find a new reading adventure at the very least—one that they will long remember.

* * *

• *Street of Knives*, by Cyril Harris; Little, Brown and Company.

This story opens with Colonel Aaron Burr on a new-built flatboat on the Ohio River, stopped, but not

for long, by shoal waters ahead. Aaron Burr is on his way to conquer a western empire. With him and his daughter and grandson on the boat in his natural (but not legal) son, Hugh Shadwell, among others.

Street of Knives is a historical novel—one of the less garish historical novels of recent times. While you won't find a female "wolf" in it, you will find interest, color and adventure a-plenty—to say nothing of the male wolf, A. Burr.

As the reader follows the course of the flatboat southward, he visits river towns with Burr and his party, hears Burr haranguing for volunteers, constantly finds new doors opening onto the acts and atmosphere of that period. While history rings true in this book and sensationalism is avoided, the characters live and breathe as humanly as your shipmate across the mess table. And there is humor in abundance in the pompous Aaron Burr and in incidents involving others as well.

It's young Hugh Shadwell whom many will discover as the central character here, despite the historical importance of Aaron Burr.

* * *

• *The Story of Ernie Pyle*, by Lee G. Miller; The Viking Press.

During the latter part of World War II millions of Americans thought of Ernie Pyle as a friend, not as a great and famous newspaperman. On the cold April afternoon in 1945, six days after the death of President Roosevelt, when Harry Truman said, "The nation is quickly saddened again by the death of Ernie Pyle," there were many who felt a great personal loss.

This book, written by Ernie Pyle's closest friend and one-time boss, is

his story as he would have wanted it told—directly and simply, without distortion, and abiding strictly by the facts. It contains a good deal of Pyle's private correspondence to his friends and his bosses, and especially his wife. This body of previously unpublished Pyle writings gives special interest to the book. Also, it leads to a knowledge and understanding of the tragic side of Ernie Pyle's marriage and private life—a side which he would have considered most important but which has been relatively unknown until now.

This is the life story of the little Hoosier who considered college journalism "just another course" and dreamed of travel—not as a reporter but as an adventurer, working his way on ships—but who ended up a world-famous columnist and correspondent. It's also the story of "That Girl," as Pyle called his wife, and of the ups and downs of their existence apart and together.

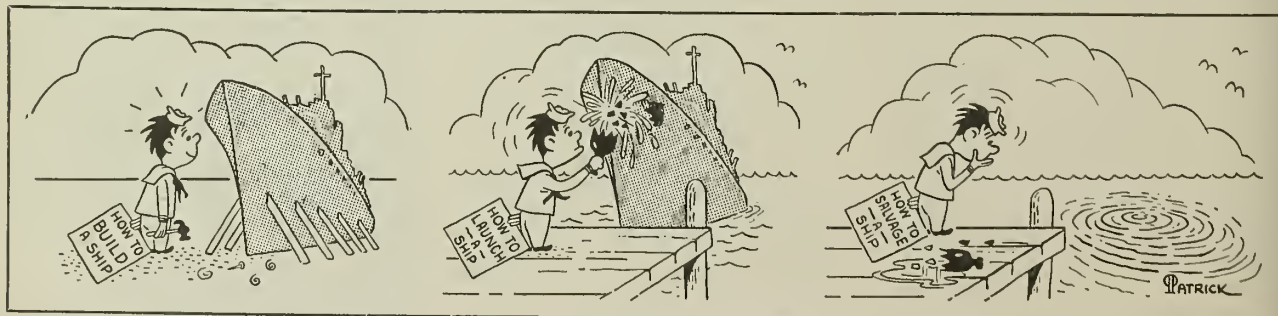
* * *

• *The Thunderstorm*, Horace R. Byers, Director; Roscoe R. Braham, Jr., Senior Analyst; U. S. Government Printing Office.

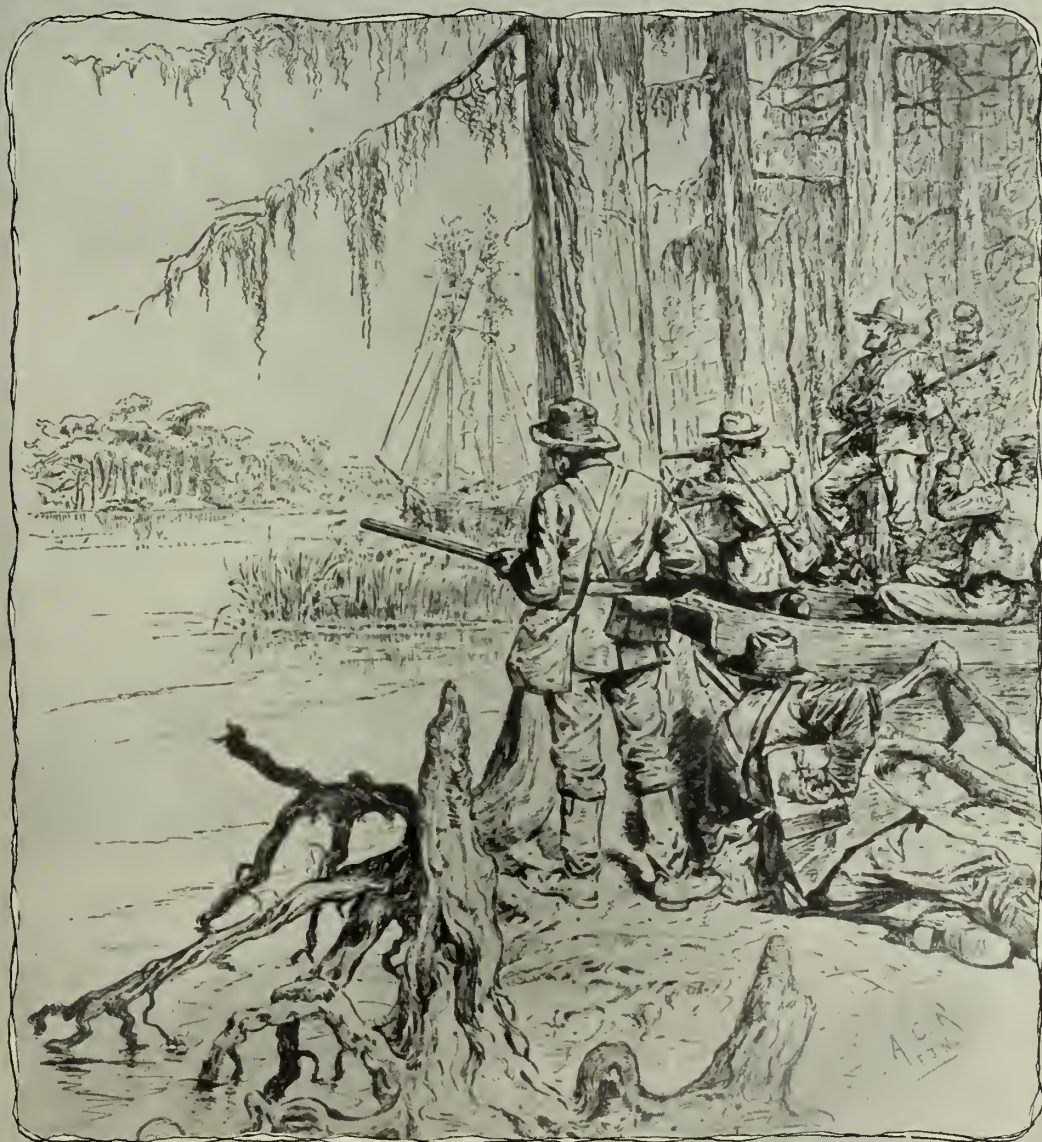
This is the report of *The Thunderstorm Project*—a joint project of four U. S. government agencies: Navy, Air Force, National Advisory Committee for Aeronautics, and Weather Bureau. *The Thunderstorm Project* was a scientific and thorough study of thunderstorms, conducted primarily in Florida and Ohio. The *Thunderstorm* is the 282-page report of this project's findings, including many charts, diagrams and photographs.

* * *

These, we think, are the best of the good books chosen by BuPers to appear in ship and station libraries along September-time. The Navy has purchased many copies of these and others for the enjoyment of Navy people everywhere.



BLOCKADE RUNNERS



GULF OF MEXICO: 1863

High adventure on the high seas is this tale from the Civil War. From "Adventures of a Blockade Runner" by William Watson, published in 1892.



BLOCKADE RUNNERS



By 1863 Havana, Cuba had turned into a roaring hub of Confederate blockade runners. Although two Federal steamers guarded the entrance outside, crewmen of the runners thronged the streets, taverns and hotels of the city, swapping tall tales and information necessary to their trade.

Among them the patrolling Union steamers were a standing joke. They always seemed to be at anchor with fires either low or totally out, with the result that a runner could slip past and disappear in the night before the Union ships could get up enough steam to give chase.

Sometimes the blockade runners were steamers themselves, especially built for the lucrative, dangerous trade, but in most cases they were exceptionally fast sailing vessels. Their travels through the blockade usually carried them on a circuit run through three or more ports.

At a stop in a Confederate harbor—Galveston, Texas, was a favorite—they would pick up a load of compressed cotton for transport to Tampico or Vera Cruz, Mexico, then under the control of France. Here the cargo was ex-

changed for gold, silver or specie money—hard to come by in the Confederacy.

Proceeding to Havana, they would use the money to buy foreign rifles, ammunition, clothing and other supplies brought there by European countries friendly to the Confederate cause.

Dangers were everywhere. Fully as eager as Union ships to capture the richly laden runners were the Confederate privateering vessels, manned by lawless individuals more like pirates than loyal Southern seamen. To avoid this, most of the runners registered in a British West Indies port and sailed under the British flag, which offered more protection than either the Confederate or Northern flag at the time.

Shortly before dawn on a certain morning in 1863, the center-board schooner Rob Roy, one of the most successful runners, got under way and slipped out the harbor entrance, bound for Galveston. Another familiar runner, Sylvia left at the same time. Rob Roy's experienced skipper, William Watson, here narrates the details.

THE FIRST serious scare we got on this trip was when about 120 miles from Galveston. A very light breeze had been blowing all night, and we were making about two knots, but before the day began to break we took down all sail. As day broke, right ahead, at little more than three miles' distance, there was a large steamer steering to the westward right across our track. Such was the position of the two vessels, that if we had continued under sail there would have been danger of a collision. She was certainly a Federal cruiser, and we considered it to be all up with us now.

The men ran below to get their money out of their chests and hide it under their stockings, and I got the letters and despatches ready to consign to the deep.

It was still gray dawn, and the morning was somewhat hazy, and the steamer had passed our track, and we were upon her quarter before it got clear daylight. It was evident that they had not yet noticed us, but we knew that with the clear daylight they would soon observe us, and put about and make a prize of us. How we wished for a fog or a shower of rain to obscure us!

We got out the sweeps and pulled, but not so much to increase the distance as to head off the cruiser and bring our two masts in line with her, and make us less easy to be observed.

The steamer kept on her course, and as she was now nearly five miles distant, we began to think it just possible that she might pass on without observing us.

She did, greatly to our relief. The look-out was probably sleepy and looking only ahead, and a sail being what they pictured in their minds, our low hull and bare poles never caught their attention, and it was evident that they never thought of such an unseamanlike act as to lay and roll under bare poles in a calm or light breeze. Unseamanlike or not, I was now more than ever convinced of the wisdom of the device, and if they did not believe any one would do such a thing so much the better.

2

There were now some days of very light winds and calms, so that during the day we were the greater part

of the time with our sails down, keeping watch from the masthead. Several times we saw cruisers in the distance, but got out of sight by hard pulling at the sweeps before we were observed.

At length a steady breeze sprang up from the southeast, and we were getting along very well, when we sighted a small schooner ahead, which I took to be one of those vessels which left Havana at the same time with us. As we got nearer the men thought it was Sylvia.

When we first saw this vessel we were steering about north by west with a free sheet, and she was nearly right ahead, close hauled on the starboard tack, by which her course must have been about east by north.

Soon after, however, she changed tack and stood on the port tack, which caused her to head about south by west and towards us. I was astonished at this, because it was understood that when one blockade runner sighted another at sea they should steer away from each other. This was in case a cruiser, seeing the one and bearing down upon her, would also see the other, and both would be captured.

We were now certain that it was Sylvia, but why she was tacking to windward I could not understand, when she had a fair wind for the Texas coast, unless she wished to speak and compare longitudes, as she had done before off the coast of Mexico, but at the same time, I remembered that it was not the same captain that was upon her now.

"Yes," said the mate, "and take care that she has not changed captain and crew since she left Havana, and is now in the hands of the Yankees, and they intend to make a prize of us, so I would advise you to be on your guard."

"If that be the case," said I, "we had better haul up at once and keep to windward of her," and we immediately luffed up and stood on the wind with a good fill about east-north-east.

I knew that she could not lay any higher; we must pass her about a mile to windward, and we should then be able to have a better look at her; and in case it might be

that she had lost her reckoning, I took off one of the hatch-covers, and having blackened it over, I chalked the longitude upon it in letters large enough to be seen at that distance, and when we were abreast of them we held it up for them to see, while I closely examined her with the glass.

Few men were to be seen upon her, but those I could see I took to be men-of-war's men, and I suspected there were others keeping down out of sight.

I had now no doubt that it was *Sylvia*, that she had been captured and had a prize crew on board, and they were now trying to make a prize of us.

The sailing qualities of the two vessels were nearly equal, rather in our favor, and I had no fear of them overhauling us. But it was not yet 2 p.m., and the wind might die away, and I knew *Sylvia* had a good large boat, and they might attempt to board us with an armed crew, and as neither vessel had hoisted their flag, I thought there would be no harm in making some display of force.

I then called the crew, and told them that I would not ask them to fight, but that was *Sylvia*, which had been captured, and was, I thought, on the way to New Orleans in charge of a prize crew, and they would like to make a prize of us if we would submit to go quietly along with them, but if they saw that we were not willing to submit and had arms to protect ourselves, they would not make any attempt, as there would not be more than six of them, and there were eight of us, all as good men and well armed; and all I would ask them to do would be to make a display of armed men on deck, which I had no doubt would be sufficient to warn them off, as they knew that most of the captains of blockade runners now held commissions in the Confederate service. The mate then told them that a prize crew on a captured vessel had tried to board a schooner from Mobile, and the crew of the schooner had beaten them back with handspikes.

We now saw that *Sylvia* had tacked and was standing after us.

The men readily agreed; some even expressed their determination to fight rather than allow themselves to be captured by a prize crew.

We then opened a case of Enfield rifles. In this we had some difficulty, as the boxes were lined with tin, but we got out a sufficient number, and brought them on deck and fixed the bayonets, every man taking one except the man at the helm.

We were now to the northward of *Sylvia*, and our course clear before us, and *Sylvia* to leeward. I now put the vessel upon our course again, crossing the bow of the other vessel at about a quarter of a mile distance.

We now made a display of our force in the best way we could devise, taking care that at least seven men might be seen, each with a rifle and fixed bayonet. This had the desired effect, and we soon saw *Sylvia* luffing up and standing away to the eastward.

We saw her afterwards making some signals which we did not understand, and whether this was intended for us, or to frighten us by pretending to signal with some warship in the distance we did not know. We scanned the horizon from the mast-head, but saw nothing. We watched her closely during the rest of the day, in case she might creep up upon us during the night and take us unawares.

The light breeze continued during the night, but died away about daybreak, and all sail was taken in and every-

thing stowed, so as to be as inconspicuous as possible.

I now supposed that we must be about thirty or forty miles south-east of Galveston, and taking a heave of the lead, we found we were in about thirty fathoms water.

This was rather a good place to lay, as it was about twenty miles to the southward the general track of cruisers between New Orleans and Galveston, which track I wished, if possible, to cross during the night. We therefore got our coil of rope and let down our grapnel, which would not only prevent us drifting with the current, but indicate the direction and strength of the current.

Throughout this day it continued quite calm without a breath of wind, and we swung from our grapnel, the current being about S.S.E.

To ascertain the strength of the current, and if the grapnel was holding, chips of wood were thrown overboard, and the speed at which they drifted astern noted.

I got here, during the day, the exact latitude and longitude, so that, knowing the exact position of the vessel and the direction and force of the current, we would be able to make a good landfall if a breeze sprung up towards the evening, which was very likely.

3

All that day nothing appeared in sight, and just about sunset a light breeze sprung up from S.S.E. This was all that was desired, and we got up the grapnel and made sail, and I set the course to make the land about thirty miles to the eastward of Galveston.

The breeze was very light, but steady, and I wished to time so as to be within four miles of the land by day-break, but the vessel's bottom having got a little foul by the tedious summer voyage, the speed was not great. It was somewhat hazy; but this was all the better in the position we were in, as we were less apt to be seen from a distance.

About 8 a.m. the sun broke out bright, and I was just going to take a sight to get the exact longitude, when the cry of "Land ahead!" was given.

The haze had lifted, and there, right ahead, about four miles distant, were the three mounds of earth for our channel bearing. This was everything we wished, and we soon came to anchor in three fathoms of water about a mile from the shore.

All sail was now taken down, and not a bit too soon, for just as everything was stowed away, a cruiser was observed coming from the eastward.

The policy now, if she came down upon us, was to run the vessel on the beach, by which means the greater part of the cargo might be saved, as the Federals would not attempt to land or come near the shore in their boats. I was very unwilling to beach the vessel, and determined not to do it till the last extremity.

As the wind had now almost died away and there was very little sea, I determined to go closer to the beach, as close as I could go without touching. We accordingly got up the anchor, and pulled with the sweeps to within half a mile of the shore, where we dropped our grapnel, backed by a heavy piece of chain, and they played out line and backed with the sweeps still further in, keeping the vessel's head pointed towards the steamer, in order to bring her two masts into one and make her less easy to be seen. We brought her into nine feet of water, where we dropped anchor.

This was no doubt a critical position to be in had it come on to blow from seawards. Seamen would be apt

BLOCKADE RUNNERS

to call it madness to take a vessel into such a position on an open coast, but it must be remembered that the little vessel, although having come from Havana, was drawing only about four feet of water, and could be propelled by oars and handled as easily as a ship's longboat.

The cruiser was now nearly abreast and about six or seven miles distant, but she made no appearance of turning in towards us.

At the same time a body of Confederate mounted troops came down and drew up upon the beach.

Whether the cruiser did not perceive us, or whether she saw us and thought it was a vessel already on the beach and surrounded by Confederate troops (a thing not uncommon at that time) I do not know; but she passed on, seemingly bound for Galveston. Meanwhile the Confederate troops remained drawn up upon the beach, and I knew it to be De Bray's regiment, which was stationed to the eastward of Galveston; and as I knew some of the officers, I resolved to land and deliver the mails, and get some information about the blockading fleet.

I therefore got out the boat, and taking four men, succeeded in landing safely, and delivered the letters and despatches to the commanding officer, which he promised to forward at once to Galveston.

The information as to the blockading fleet was that it would be very difficult to enter at Galveston. Thirteen war-vessels had been counted off the place on the previous day, and it was supposed that they often at night sent their launches into the narrow channels near the shore. This word didn't stop us from carrying out our plans.

4

We now returned on aboard, and began to prepare for the night's adventure.

About 4 p.m. a light breeze sprang up, and as we had about thirty miles to go, I resolved to start early so as to have command of time.

The time I would wish to run past the fleet would be between 3 and 4 a.m., which is about the sleepest time, and the men on watch are more intent listening for eight bells than looking for vessels.

About sunset we got up anchor and set lower sails and steered S.W., keeping in about three fathoms water. The night was dark, but clear, and the breeze kept steady.

About midnight I calculated we had run about twenty miles and were now getting near the guarded waters. I knew that the narrow channel through which we were to pass led between the shore and a large shoal on the east side of the main entrance to Galveston Bay. On this shoal there was not more than from two to three feet of water, and the breakers broke furiously over it; and between the channel and the shore there was a considerable stretch of shallow water. We had learned from the troopers that the Federals had lately stationed a gunboat on the east side of the shoal. I knew, however, that a gunboat would not venture to anchor in less than $3\frac{1}{2}$ fathoms of water, so that there would be room to pass, if we could do so, unobserved.

As we had plenty of time I decided to put the vessel under low canvas, so that nothing would show above the dark loom of the land to leeward.

We accordingly put double reefs in the mainsail and

foresail, and proceeded very cautiously, keeping the lead going.

We soon began to hear the distant roar of the breakers on the shoal, and very soon after, I could, with the glass, clearly make out a vessel at anchor on our port bow, and pretty close in to the shore, so that it would be close to get past unobserved, and keep her away a little. She was kept away until the water shoaled to ten feet, and then brought up and kept in that depth. The dim lines of the gunboat were now abeam, and if we could only get water sufficient we should get past. The water now shoaled to eight feet, but that was what I expected. We had now got past the gunboat, but the water suddenly shoaled down to six feet, and then to five. This would not do; we luffed up; it deepened a little, and then shoaled down to five feet again. We came round on the other tack, but still found little more than five feet.

The roaring of the breakers was heard all around, and I expected every moment the vessel would take the ground. There was not a moment to lose; the vessel was luffed up into the wind with sails shaking. I feared to drop anchor lest the noise of the chain running out might be heard on board of the gunboat, and tried to throw out the grapnel.

"It will never hold her," said the mate.

"Never mind, it will check her a little till we see what is to be done."

The grapnel was thrown out and the sails lowered.

With my glass I could see that we had got well past one gunboat—but we could see another over the breakers to the southwest.

The man with the lead said the vessel was drifting, and there was a strong current.

"Better let go the anchor," said the mate, "or we will be on the breakers."

The anchor was hanging at the davits, but I feared the noise of the chain running out.

"Ease gently about three fathoms of chain out of the hawse hole," said I, "and then let go."

This was done, and the anchor dropped without noise.

"We have got into a fix," was the word, "but there is certainly a channel if we know where to find it."

The boat was got out, and I took two men in her, and, taking the handlead, began to sound all round the vessel. A compass in the boat would have been of no use as we could not use a light, so we must calculate the bearings by that most invaluable guide, the North Star.

It was sometime before we got a passage away from the vessel, but at last, by passing through about six feet of water, back nearly in the direction we had come, we found a channel of seven feet, which we followed as far as we could without losing sight of the schooner, and found it to lead about W.S.W.

When we got back to the schooner I was annoyed to find that the men in letting to the anchor had omitted to take a turn of the chain round the bitts, and the vessel had drifted out about twenty fathoms of chain before they discovered their mistake, and all this was now to heave up.

The difficulty was now to get out of this, and get into the channel—the distance would be only 150 yards—but from the direction of the wind she would not lay the course, and there was no room to tack or water sufficient to use the centerboard, besides a strong current against us.

We attached a good heavy piece of chain to the grapnel which we carried out with the boat, and by using the

sweeps to lessen the strain, we after a good deal of hard work succeeded in warping up.

Having got into the channel we hoisted sail again, and followed the channel very cautiously, as the channel was narrow and required very careful steering to keep in seven feet of water, and the slightest deviation would have been fatal to us.

We were now safely past one gunboat, but we could see another some distance ahead on the port bow; but as she could not be in shallow water, there must be a turn off in the channel before we got near her.

Suddenly the man with the lead called out sharply, "Nine feet! thirteen feet! Hard up! ease off sheets and keep her away to north-west."

We were now into the main channel, standing up between the wind with the last seen gunboat nearly astern, when suddenly a light flashed on our port bow, and we were hailed, "Schooner ahoy! heave to quick or we will sink you."

I scarcely knew what to do. I thought it must be an armed boat from the blockading fleet.

"No ship's boat comes in that far," said one of the men.

"Who are you?" I cried.

"Confederate guard boat," was the reply. "What vessel is that?"

"The schooner *Rob Roy* from Havana," I replied.

"All right; but heave to quick or you are sunk."

Our helm was put hard down, but being before the wind with our sheets eased off, we took a pretty large sweep in coming round and before we could get the sheets aboard, we had almost run into the guard-boat.

Explanations then followed.

"Why did you threaten to sink us?"

"To make you heave to quick as you were running upon certain destruction."

"Why? are there torpedoes in the channel?"

"Well, perhaps there are, but you were running right on to the wreck of the *Westfield*, and if you had struck that, you would have gone down right fast. Drop a little way astern and let go your anchor until daylight. It is here the boarding officer will visit you before you go up to town."

We dropped astern and let go the anchor. Every one breathed freely, and the general expression was, "In all right at last."

5

It was now past four o'clock. I told the men all to go and turn in, but, fatigued as they must have been, they seemed too happy and exhilarated to care about sleep.

In a short time a boat from the guard ship came alongside.

"May we come on board?" said the officer.

"You know your port regulations best," said I, "but we have no sickness on board. Is the health officer with you?"

"No, he won't be down till daylight, and I think we had better not go on board until he comes."

"Will you take something now?" said I.

"Well, it's early."

With that the cook came up and said he had coffee ready.

"Will you take a mug of hot coffee?" said I.

"Rather than all the grog in the world," they said.

Coffee was brought and handed to them in the boat,

which they enjoyed as a great luxury, not having, as they said, tasted any for months.

"So you are the *Rob Roy*, in all right. We heard you had been captured."

"Well, we have had some narrow escapes. We have had a long passage of eighteen days, light winds and dodging the cruisers. Has any of the other vessels got in? There was several vessels left Havana at the same time with us."

"Captain McLusky and his *Sylvia* came in three days ago; he has got into the Brazos River, and brought a Yankee officer and crew along with him."

"What do you say?" said I.

"He is in the Brazos River, and has brought in with him as prisoners an officer and five men from a Yankee gunboat."

"The devil is in that man," said I; "he left Havana on the same night as I did upon an old-flat-bottomed barge that I could scarcely believe would cross the Gulf, but how about the prize crew?"

"He was captured, and recaptured his vessel again. I believe there was some fighting, but I have not heard the particulars."

"Has any other vessel arrived? Has any got into Galveston?"

"No, you are the first that has come in here for several months."

About daylight a boat came alongside with the health officer and other port officials. The despatches had already been delivered by a major of De Bray's regiment. They had orders to board *Rob Roy* immediately on her arrival and give her quick despatch, and also to inform the captain that General Magruder would be glad to see him at headquarters as soon as possible.

The boarding ceremonies were soon gone through, and I invited them to take breakfast with us. This invitation they very willingly accepted, and enjoyed much such things as we had on the table, which had become almost unknown in Texas owing to the blockade, especially some pickled mackerel, which they said the General would have enjoyed much, as he was very partial to it; the health officer remarking at the same time that he was caterer for the General's mess, and he had much difficulty in procuring such things as the old man liked, as they were now getting very scarce. Of course I took the hint.

I then put into the doctor's boat a few things, such as some tea and coffee, two small cheeses, three kits of mackerel, a barrel of potatoes, a box of raisins, and some other small articles; also half-a-dozen bottles of brandy, a case of gin, and a dozen bottles of port. The liquor, of course, being a donation for the hospital.

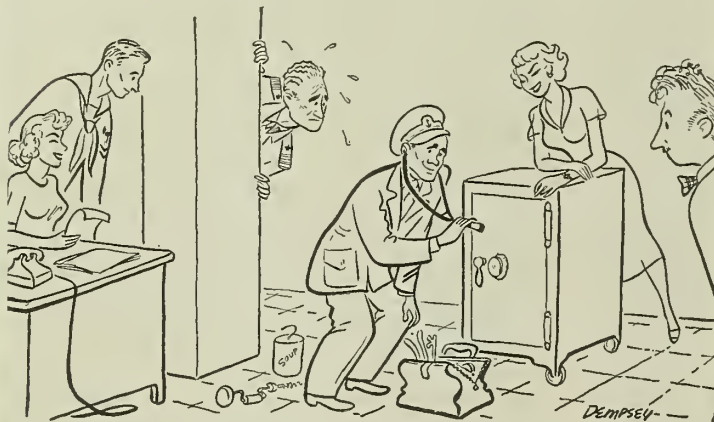


TAFFRAIL TALK

IF YOU HAPPENED to read our article about unusual Navy occupations this month (p. 10), you'll remember the bit about the man who cracks safes for a Navy living, Charles R. Smith, DCC, USN. No sooner was the article in type than we had an opportunity to observe him in action at close range: our own safe was jammed tight by a red-faced editor.

Chief Smith arrived in the office with a black bag, looking for all the world like a doctor. First thing he pulled out was a stethoscope, with which he proceeded to "listen in" on the safe. But he soon decided it was so far gone that he'd have to use his cystoscope, the slender tube fitted with a light that doctors use for throat examinations.

There the similarity between honorable safe-cracking and the



medical profession ends, for the chief performs his operations with a hard steel drill, boring a hole in the safe's back to see what's what inside with the cystoscope.

The chief sees all kinds of safes and locked cabinets. One day while inspecting a "manipulation proof" file cabinet, he discovered a simple fault that even the manufacturers obviously didn't know about. So he made a trip to their factory and asserted their product could be opened easily in 17 seconds.

Then, before the unbelieving eyes of factory workers and executives, he proceeded to show them how. Now, thanks to the chief, they've remedied the defect. It's all in a day's work to a man who opens an average of five safes every workday.

* * *

From a long line of fighters comes T/Sgt. Howard Redwing Windlowe, USMC, of Marine Corps Air Station, El Toro, Calif. An Indian veteran of wartime Guadalcanal service, he is the grand-nephew of the Sioux Chief Red Cloud credited with the massacre of General George Custer in the historic "Custer's last stand." The sergeant who recently reenlisted for six years, takes his typical Indian name from his great-grandfather for whom the town of Red Wing, Minn., is named.

The All Hands Staff

ALL HANDS

THE BUPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget on 29 April 1949, this magazine is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

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DISTRIBUTION: By BuPers Circ. Ltr. 162-43 (NDB, cum. ed., 31 Dec. 43-1362) the Bureau directed that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicated that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the directive.

In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issues.

The Bureau should also be advised if the full number of copies is not received regularly.

Normally, copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corps. Requests from Marine Corps activities should be addressed to the Commandant.

REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB" used as a reference, indicate the official Navy Department Bulletin.

• AT RIGHT: Prepared to keep destroyers in top condition is the destroyer tender USS Dixie (AD 14), shown taking on an extra destroyer propeller. See complete roundup of Navy activities starting on page 2. ➔



PROP MEN

SECURITY

A black and white photograph showing a close-up of a person's hands. The left hand is flat on a document, while the right hand holds a rectangular stamp, positioned as if about to stamp the document. The word 'CONFIDENTIAL' is printed diagonally across the document. The background is dark and out of focus.

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**KEEPING INFORMATION
TO OURSELVES GUARDS
OUR NATIONAL SECURITY**

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ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN



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for 10 readers. All should
see it as soon as possible.
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OCTOBER 1950



ALL HANDS

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TABLE OF CONTENTS

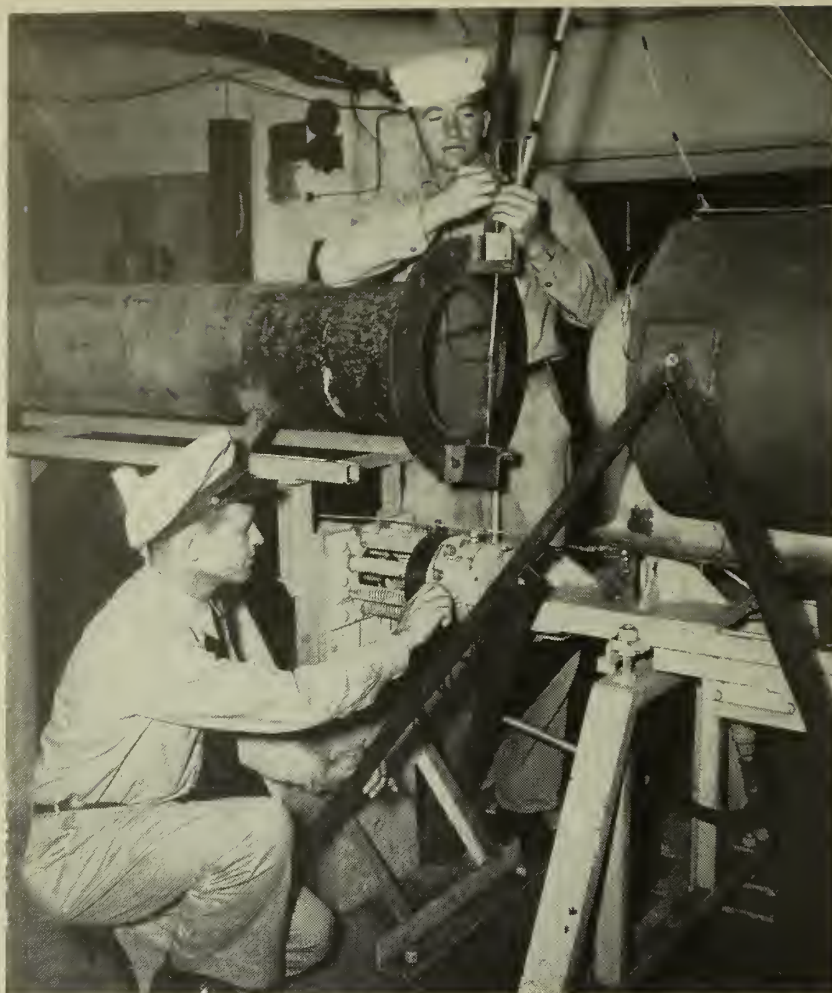
	Page
They Study Guided Missiles	2
Chiefs Help Boys Become Good Scouts	5
The Word	6
Korean Conflict	8
Try Off-Duty Sailing for Good Fun	12
Learning Through Training Cruises	16
West Meets East in Singapore	18
Men of the Sea Become Men of the Soil	21
Servicewise: News of Other Services	22
New Reserve Waves Get Salty	24
Letters to the Editor	27
Today's Navy	32
Sports and Recreation Roundup	39
Bulletin Board	42
Shore Duty Eligibility List	42
Promotions to Warrant Rank	45
The Word on PO Exams	46
Battle Efficiency Awards	48
Heroes Honored for Sub Disaster	54
Dependents Assistants Act	56
Directives in Brief	57
Books: Some Dandy Reading	58
Book Supplement: Man-O'-War's Men	59
Taffrail Talk	64

• FRONT COVER: The 8-inch guns of number three turret on a U.S. Navy cruiser take a North Korean military target under fire on the east coast of Korea. See pp. 8-11.

• AT LEFT: Salt-water-soaked sailors attach beaching gear to a *Mariner* at naval air station on the East Coast. Sailor on cat awaits the signal to haul the big plane up the ramp.

CREDITS: All photographs published in *All Hands* are official Department of Defense photos unless otherwise designated: p. 33, lower right, and p. 35, top right, Lyle Tatum

**BEACH
PARTY**



INSTRUMENTATION on a pulse jet engine mounted in a test pit is checked by students at the Navy's guided missiles school at Point Mugu, Calif.



EFFICIENCY of rocket fuel valve (left) and basic chemistry of various propellants are investigated by student specialists.

They Stud

THE CLEAR California air around Point Mugu has been pierced repeatedly the last year or so by objects going about as fast as anything man-made has ever gone. These objects are Navy guided missiles. Involved in firing them are Navy men taking the enlisted men's guided missile course at the Naval Air Missile Test Center, Point Mugu, Calif.

U.S. Naval School, Guided Missiles, was established in May 1949. The school graduated a class of 46 men on 24 Feb 1950 and another class of somewhat greater size on 22 September. After a lapse of slightly more than a week, the school's third class went into training—on 2 October.

Capacity of the establishment is set at 60, with a total of 10 Marines and 50 Navy men scheduled for the third class. Length of the course has been seven months. However, commencing with the 2 October class the course has been reduced to five months.

Enrollment in the guided missiles school is confined to men of the following ratings: Radarman (RD), electronics technician (ET), fire control technician (FT), fire controlman (FC), torpedoman (TM), gunner's mate (GM), machinist's mate (MM), aviation ordnanceman (AO), avia-

Guided Missiles

tion structural mechanic (AM), aviation electronicsman (AL), aviation machinist's mate (AD), and aviation electronics technician (AT). Ratings admitted to the school are, it will be noted, of both the non-aviation and the aviation categories.

Gunner's mates, torpedomen and machinist's mates must be in pay grades E-7, E-6 or E-5. That means CPO, PO1 or PO2, as everybody knows. An additional pay grade—E-4, the pay grade for PO3s—is included in all the other ratings mentioned. Marines admitted are of the ratings of Sgt to SSgt, with MOS numbers indicating skills similar to those of the Navy ratings mentioned.

To be a promising candidate for training at the guided missile school, a person must have a high school education and be of above-average intelligence. Also, he must have at least four years' active naval service behind him and two years' obligated service ahead of him at the time the course commences. A year of sea duty since the last tour of shore duty is also required.

Broadly, the course offers the student an opportunity to acquire a theoretical and practical knowledge of guided missiles and their associated fields. Their associated fields, by the way, cover some subjects which are valuable almost anywhere—mathematics and physics, to name a pair.

To get down to the course as a whole, here is what it consists of, briefly:

- *A general introduction.* This provides an introduction to almost all phases of guided missile learning. Introduction to aerodynamics, power plants, guidance, launching, instrumentation, gyroscopes, are examples.

- *Engineering sciences.* Here is where mathematics and physics, as applicable to guided missiles, come in.

- *Electricity and electronics.* This subject is divided into two sections—basic electricity for people going into the propulsion field and electronics for those who will specialize in guidance.

- *Field trips and movies.* Opportunities are provided for visits to other guided missile activities in the vicinity for observation.

- *Propulsion.* Covered here are the



ANTENNA on telemetering van is hoisted into position by students. Telemetering is used to obtain data transmitted from the missiles in flight.

various types of propellants (fuels), and the various types of jet engines. This is for the propellant people.

- *Launching.* Instruction is provided on the methods of launching missiles and the types of launchers utilized.

- *Explosives.* Included here for propulsion personnel is a study of the types of explosives used and the characteristics of each.

- *Guidance.* For the guidance people only. This is all about the devices and systems for steering the missiles to the proper destination.

With this talk of propulsion and guidance and specialization therein, perhaps it would be a good thing to reveal which ratings are channeled into which of the two fields. So here it is. *Propulsion:* GM, TM, MM, AD, AM and AO. *Guidance:* FT, FC, ET, RD, AL and AT. Around the school the propulsion group is called Section A, while guidance people constitute Section B.

In reading about the Navy's various schools, it is always interesting to find something about off-duty matters. This case, of course, is no exception.

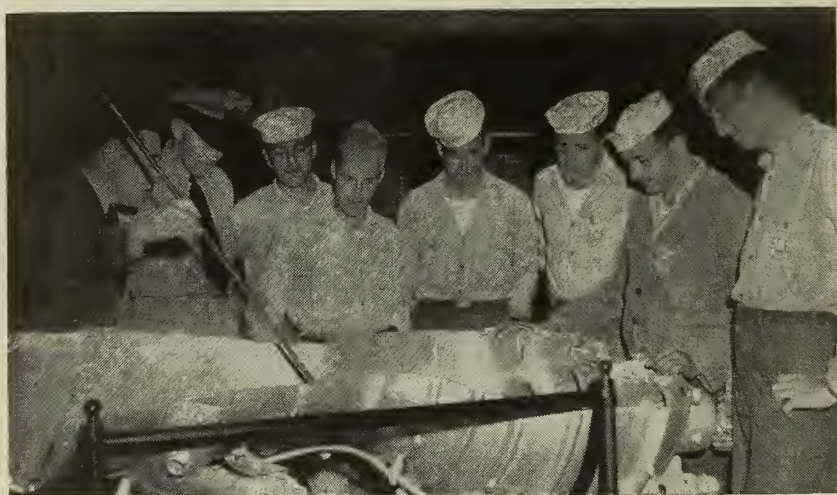
Well, as was mentioned, the school is at Point Mugu, which is pronounced muh-GOO. Pt. Mugu is practically the same place as Port Hueneme, up the coast a piece from Los Angeles. Forty miles southeastward from the test center lies Santa Monica; 45 miles to the northwestward is Santa Barbara. Seven miles away is the small city of Oxnard.

There are new barracks on the station for the single men and there's adequate government housing for men with families. A quarter-million-dollar recreation center is under construction on the station, and a new building to house the school is being considered. The food served in the modern messhall is rated by the men as the best in the Navy.

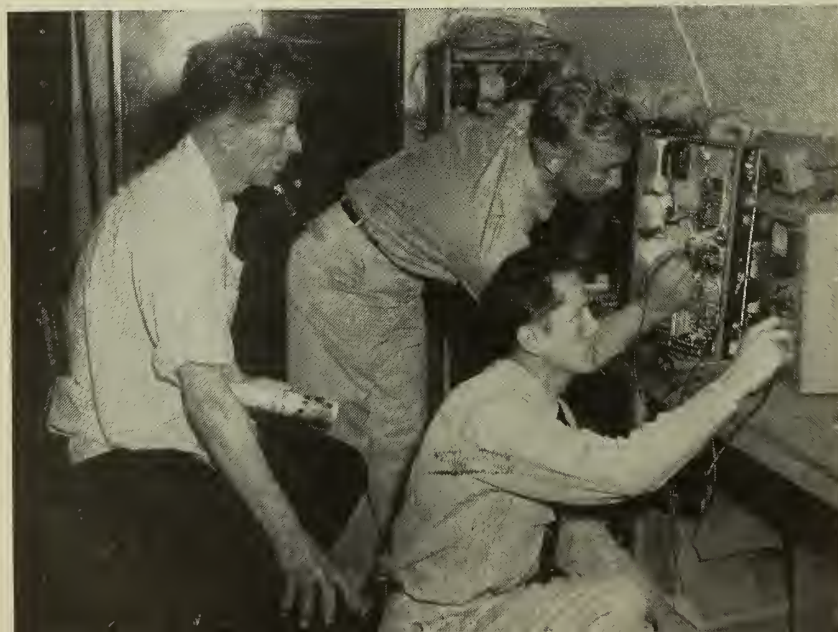
To get back on duty—one phase of



STUDENTS and instructor observe a successful 'flight' on a test pit control panel in the laboratories of the Naval Air Missiles Test Center.



CUTAWAY model of V-2 rocket motor is explained in the school museum (above). Below: Students check timing gear used in missile instrumentation.



the training will give students a chance to get back their sea legs after months ashore. It's a trip to sea in the Navy experimental guided missile ship *uss Norton Sound* (AV 11) to launch a missile or two. Among the types of missiles which have been fired from *Norton Sound* are the *Lark*, the *Loon*, and the famous high-altitude research rocket—the *Aerobee*.

Upon graduation, the students are assigned duty by the Chief of Naval Personnel. Ultimately, they may expect assignment to activities connected with guided missile work—but not necessarily right away. And some are assigned to guided missile training units at Inyokern, Calif., at the Applied Physics Lab at Johns Hopkins University, Silver Spring, Md., and elsewhere, for specialized training.

Contrary to the impression that this article may have given, there is no shortage of requests for this school. As a matter of fact, requests should not be submitted to the school at all. Requests may be submitted via the chain of command to ComServPac or ComServLant, as appropriate. The Service Force Commanders compile eligibility lists which are submitted periodically to the Chief of Naval Personnel, who assigns students to the school on a non-returnable quota.

Candidates for the school are carefully selected. The course isn't easy, and the men who take it must learn well the skills it offers. They or the men they instruct may some day play a vital role in the defense of America.

Cruiser Entertains in England

Fifteen patients in Plymouth Isolation Hospital, Plymouth, England, were treated to a bit of Americana—both city and country style—when the heavy cruiser *uss Columbus* (CA 74) stopped in their seaport. The ship's two bands treated them to a variety of U.S. music.

The hillbilly band, whose members were attired in wide-brimmed hats and fancy shirts, rendered such unsophisticated numbers as "My Foolish Heart" and "Slippin' Around." The regular ship's band furnished the "city slicker" type of music, with "Blue Moon" and "Chattanooga Shoe-Shine Boy" included on their program. These two groups were believed to be the first Americans to entertain at the Plymouth Isolation Hospital.—Norm Indahl, JOSH, USN.

Chiefs Help Neighborhood Boys Become Good Scouts

WHEN 10-year-old Johnny McRae told his father that the Cub Scout pack he belonged to wasn't very interesting, he really started something.

The older McRae, Russel J. McRae, MEC, USN, a veteran of both the Atlantic and Pacific fighting in World War II, began to wonder if there wasn't something that would make Cub Scouting more interesting for Johnny and for other boys.

He went along with Johnny to the next meeting of the pack to see for himself. Then he attended a couple more meetings. Soon he found himself being offered the job as cubmaster of one of the two cub packs active in the part of Waukegan, Ill., where the McRaes live.

Reluctant, because he had never been a Cub or a Boy Scout himself, Chief McRae nevertheless took the job. The boys of Cub Packs I and 4 are glad he did.

Immediately, the new cubmaster swung into action. He talked Cub Scouting to his fellow chiefs at Great Lakes Naval Training Center where he is an instructor at the machinist's mates school. Many of them agreed to help as assistant cubmasters.

He instituted barbecues, hikes, bike tours and overnight camping trips for his charges. At weekly



PROCESS of deriving fresh water from salt water by use of evaporator plant is explained to group of cubs touring the machinist's mates school.

meetings, the young scouts learned leather work, wood work, knot tying and other crafts (keeping the chiefs busy thumbing their Boy Scout Handbooks as they tried to stay one jump ahead of the eager Cubs).

The chiefs got just as big a kick out of the activities as the boys.

McRae got the commanding officer of the training center, Captain

J. S. Keating, USN, to allow the Cubs the use of the swimming pool and idle classrooms on off-nights.

By using the pool, the chiefs have succeeded in qualifying 26 boys as swimmers.

All this enthusiastic effort on the part of the spare-time cubmasters is paying big dividends. Attendance by the small fry has more than doubled in a few months and parents are calling McRae on the phone to tell him that their children are too interested in Cubbing to get into trouble.

And thanks to the concentrated training, the Cubs of Packs 1 and 4 are rapidly becoming the champs of the neighborhood. Their kites fly higher and their bikes run smoother. At a recent Cubmobile (soap box derby), the Navy-led Cubs saw their entry take first place in both speed and design.

One new wrinkle of the Cub program is that each boy must bring to the weekly meeting a certificate of good behavior. In summer, the certificate is signed by the boy's parents; in fall, winter and spring by his teacher.

This and other plans put into action by the chiefs, prompts a father to say: "The chiefs are a fine bunch of men, and they've made a lot of friends for the Navy around here."



CPO CUBMASTERS teach cub scout pack how to give artificial respiration. Success of the project has contributed greatly to local public relations.

THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

• **UNUSED LEAVE**—Enlisted personnel who voluntarily reenlist or extend their enlistments are not being paid the usual lump sum amount of cash for unused leave or their travel allowance at the present time.

The directive that temporarily cuts off these payments is Alnav 85-50 (NDB, 15 Aug 1950). The reason that these payments have been halted for the time being is that several questions relating to the two payments have arisen in connection with the current "freeze" on personnel in the Navy.

Until these questions are decided, men who reenlist or extend should

consult their disbursing officer before they elect to take leave (if possible) or lump sum payment. This decision should then be clearly stated on the individual's service record at the time of reenlistment or extension.

• **MAGAZINES**—In response to inquiries concerning procurement of magazines by ships and stations, the Chief of Naval Personnel has issued the following advice:

• Most subscription agencies issue, upon request, list of the principal magazines with prices and frequencies of publication. These lists are of value in selecting titles.

• Non-appropriated recreation funds may be used by activities to purchase magazines for libraries, or other welfare and recreation purposes. Ships currently being activated have been granted an appropriated fund allotment for an initial recreation fund. Magazines and periodicals may be purchased from this allotment. Other than the above allotment, BuPers has no funds available for the purchase of magazines and periodicals.

• Magazine subscriptions for Navy use in ship and station libraries, enlisted men's clubs, etc., are obtainable from subscription agencies with considerable discount given on orders and on certain club combinations of several magazines.

• A list of some of the reputable magazine subscription agencies is maintained in the Bureau of Naval Personnel, and is available on request. These agencies have signified they will allow reductions from list prices on orders from naval activities.

BuPers recommends that, when practicable, subscription lists be submitted to several reputable agencies for bids. Orders may also be placed with local representatives of subscription agencies; however, in this case, the financial responsibility of the agent and the agency should be known.

This information is contained in BuPers Circ. Ltr. 123-50 (NDB, 15 Aug 1950).

• **MUM'S THE WORD**—The Secretary of Defense has issued a few rules regarding release of information to publications. While the rules were intended primarily for public information officers, they might well serve as a guide for safeguarding information in the personal correspondence and conversation of every person in the armed forces.

Here are the limitations most likely to concern you:

• Status of equipment—not releasable.

• Strength—not releasable.

• Date of movement from present location—not releasable.

• Sailing time of transports from port of embarkation—not releasable.

• Destination—refer to theater only, as Far East Command, for instance.

"Not releasable," a bit of newsmen's language, simply means that mum is the word.

• **WAVE RATINGS**—Waves will no longer hold the ratings of AD, AE and AM. All Navy enlisted women holding these ratings are to qualify for and be assigned others before 28 Feb 1951.

According to BuPers Circ. Ltr. 133-50 (NDB, 31 Aug 1950), enlisted women will no longer be eligible for training and change to aviation machinist's mate, aviation electrician's

WHAT'S IN A NAME



Caulk Off

When a sailor is taking a nap, or has absented himself presumably to shirk duty, he is said to be "caulking off."

The verb "caulk" or "calk" (pronounced as "cork") derives from the Middle English "cauken" ("to tread") which in turn comes from the Old North French "caukier" ("to trample").

In modern usage, to caulk is to drive or pack oakum, cotton twist, or other filling such as wicking into the seams between a ship's deck or side planks to prevent leaking. The process is completed by "paying" (cover by pouring or painting) the seams with melted tar or pitch.

The term "caulk off" when used with reference to a sailor's sleeping originated in the days of wooden ships when naps were taken on the bare decks and the sleeper's back or clothing bore the marks of the pitch with which the deck seams were payed.

Brigade of Midshipmen Will Not Be Reduced

Plans for a reduction in the number of Congressional appointees to the Naval Academy were cancelled.

Originally it was planned to cut down the size of the Brigade of Midshipmen by reducing the number of Congressional appointments from five to four. This reduction, to be effective from 1 July 1951, was considered necessary because of over-crowded conditions at Annapolis. However, this plan was abandoned because of the current international situation. The Chief of Naval Personnel stated that the overcrowding must be accepted for the immediate future.

The decision to maintain the present size of the Brigade of Midshipmen, expected to number 3,700 by October 1950, was approved by the Secretary of the Navy and SecDefense.

Swimming Safety Measures At Naval Pools Stressed

Merely posting a "No Swimming" sign at a naval station pool is not adequate safeguard against accidental drowning, the Chief of Naval Personnel has warned.

Two deaths of small children by drowning during the summer months have led to a restatement of protective measures which should be taken at all such pools in BuPers Circ. Ltr. 134-50, (NDB, 31 Aug. 1950)

One step that can be taken to increase the safety at these pools is to instruct parents that an adult must accompany each child under 12 that swims in the pool.

mate or aviation structural mechanic nor for advancement therein. The directive calls on COs to insure that all enlisted women at present in these ratings and striking for them are afforded advice and every opportunity for training in preparation for a change to another rate or rating desired by them and open to them. Included in the circular letter are instructions for making the changes mentioned.

The decision to eliminate AD, AE and AM from the list of ratings for which Waves are eligible followed a lengthy study at a large naval air station. More than 85 enlisted Navy women were involved.

• **DEPENDENTS' TRAVEL** — Personnel in the Navy whose dependents travel at their own expense to Hawaii, Alaska or other Pacific areas to which travel has been suspended will not be subject to reimbursement unless the travel is approved in advance by the Chief of Naval Operations.

This ruling, published in Alnav 87-50 (NDB, 31 Aug 1950), carries out the policy established as of 14 July regarding dependents' travel to Pacific areas. On that date travel of dependents to Pacific destinations, including Hawaii and Alaska, was suspended. (See ALL HANDS, Sept 1950, pp. 8 and 9.)

Cases where advance approval for dependents' Pacific travel is granted in advance by CNO are not numerous. In all instances, hardship or other special factors are involved in the decision.

• **HOUSING CONDITIONS**—Because of the present international situation, housing shortages exist in some areas. Upon being transferred, you should check into the situation before sending off your family and household effects.

In Norfolk, Va., and San Francisco housing is critically short. Information available in the Bureau of Naval Personnel indicates there are long waiting lists for all Navy and government controlled housing in Norfolk and the surrounding area. Definite arrangements should be made prior to transporting your dependents unless you are prepared to pay more than \$85 rent per month.

In the San Francisco area, housing for dependents also should be arranged in advance, although there seems to be no shortage of hotel accommodations there.

Other cities may be equally short in housing. BuPers Circ. Ltr. 136-50 (NDB, 31 Aug 1950) asks district commandants to provide information to the Bureau of Naval Personnel. As this becomes available, ALL HANDS and the Navy Department Bulletin will publish the details.

• **REENLISTING AS PO3**—Many ex-CPOs and ex-POs first and second who are in pay grade three—the seaman level—after reenlisting with broken-service may now look forward with new confidence to advancement to petty officer third.

A new recruiting directive permits broken-service chiefs and PO1s and PO2s to reenlist as PO3. It is anticipated that broken-service ex-chiefs, PO1s and PO2s who were reenlisted under the old policy as seamen will now be considered for advancement to PO3 if not already advanced, if they would have qualified under the new recruiting directive.

Under the new directive, those who were honorably discharged as PO3s will be reenlisted under broken-service conditions at the next lower pay grade. Before, almost all broken-service reenlistments were made in that pay grade—the third.

Personnel reenlisting under broken-service must qualify for advancement in the same manner as anyone else would at their promotion level. Time previously served in a rating cannot be counted for eligibility purposes. This does not apply, of course, to those at the seaman level who would have qualified to reenlist as PO3 under the new directive.

QUIZ AWEIGH

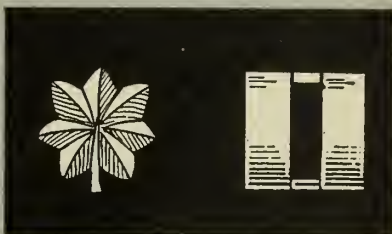
Correct knowledge, plus ability to apply that knowledge at the proper time, will prevent confusion and embarrassment. Here's a few items on which to exercise your I.Q.



1. The wearer of this specialty mark is an (a) aviation electronics technician (b) aviation electrician's mate (c) air controlman.
2. This specialty mark designates an (a) aviation radarman (b) aviation radioman (c) aviation electronics man.



3. If this flag had white stars on a red field, it would be that of an officer of the rank of (a) vice admiral in the Navy (b) lieutenant general of the Marine Corps (c) lieutenant general of the Army.
4. The rank of vice admiral in the Navy corresponds to the Marine Corps rank of (a) major general (b) brigadier general (c) lieutenant general.

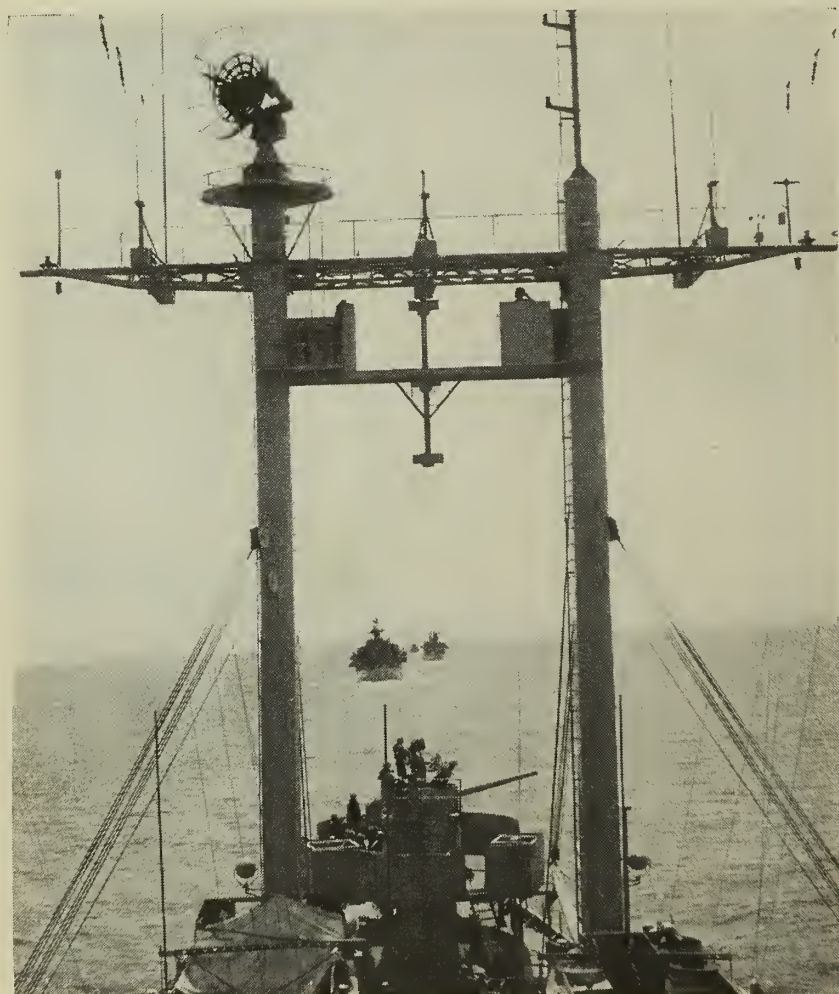


5. If the shirt collar rank device (left) was gold, the officer should be addressed as (a) commander (b) lieutenant commander (c) mister.
6. A silver collar device such as the one on the right, if worn by a Marine Corps or Army officer, designates the rank of captain. This is equivalent to the naval rank of (a) captain (b) commander (c) lieutenant.

KOREAN CONFLICT



TROOPS to bolster beachhead in Korea are brought into a sheltered harbor from Navy transports by line of LCVPs.



KING POSTS frame a line of troop-laden Navy transports enroute to Korea. Alert task force gun crews man their battle stations for target practice.

WITH THE NAVY focusing its sea-air power on land in support of ground troops, Korea was becoming a much-battered battleground. Ashore the Marines lashed with customary vigor forward from their invasion beachhead near Seoul.

This roundup of home-front and battlefield pictures shows you how the "little hot war" is going.

Warships ranged up and down the Korean coasts, reaching inland with their big-gun artillery.

Enemy troops received their due. At Hunghae, naval shells took a toll of 35 per cent casualties on one troop concentration. Naval ships near Pohang, in one 24-hour period, poured more than 1,100 rounds of 5-inch ammo into troops and guns ashore.

At Sachon, Marine flyers made roadblocks for the Army by dropping 1,000-pound bombs on a road, the craters filling with overflowing water. Corsair pilots near Hunghae, seeing enemy troops flee into a railroad tunnel for bomb protection, dipped down and fired 12 rockets in, from both ends.

New terms are being born. "Thached roof," in the vernacular of the Marine infantryman, means the efficient air cover provided from a Navy carrier under Captain John Thach, USN.

And the "Hoskins Hop" maneuver promises to become as well known as the "Immelman" of World War I



CLAMBERING down cargo nets into LSUs, troops leave a Navy transport for landing somewhere in communist-invaded Korea.



AMMUNITION for the guns of a heavy cruiser supporting U.N. forces in Korea is loaded aboard at a forward area base.



UNIVERSAL appeal of children to the fighting man finds no exception in Korea. Above: Marines enroute to the battle front pass out candy.



STRIKE is launched from an Essex-class carrier of Task Force 77 (Above) Below: Wounded Marine is carried from front lines to an aid station.



KOREAN CONFLICT (cont.)



EVER VIGILANT Navy patrol plane, on the lookout for unidentified submarines, swoops low over task force in Korean waters to make message drop.



GREASE-SMEARED tank crewman gives check before they are loaded aboard fleet.



CORSAIR fighter is gassed and armed with rockets for a 7th Fleet air strike against tactical targets in Korea.



RUGGED gunner's mate stands duty as a director operator on a Navy command ship bound for Korean conflict.



Armored vehicles of Marine division final
 cars for shipment to the West Coast.

and the "Thach weave" of World War II. Navy fliers, instead of attacking through clear skies, came up with the idea of diving through clouds and squalls, often missing the ground only by yards but usually finding North Koreans in movement. When they made their biggest bag of the war on first trial, Rear Admiral J. M. ("Uncle John") Hoskins, USN, ComCarDivThree, who lost a foot in World War II, danced a jig on his wooden leg for them.

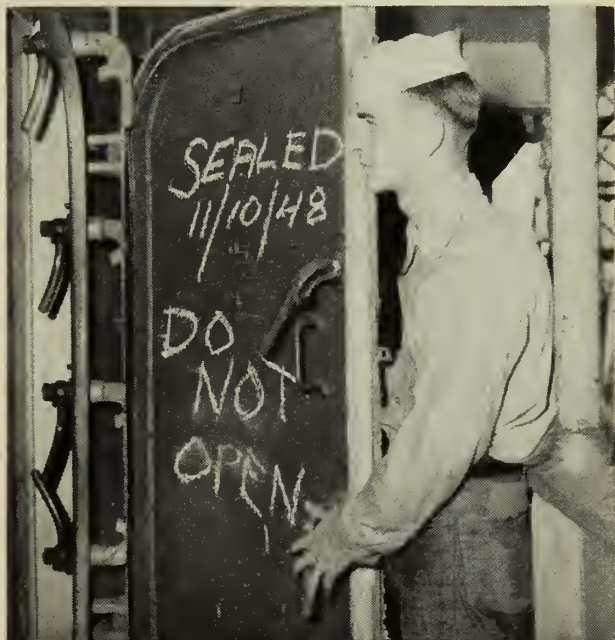
DEHUMIDIFIER is removed from the deck of USS *Bairoko* during the ship's reactivation in San Francisco (below).



PROTECTIVE cocoon is lifted from 5-inch gun as USS *Latimer* is readied for return to duty (above). Below: Carrier USS *Cape Esperance* is recommissioned.



SEALED DOOR is opened by crewman of a Victory ship being readied for recommissioning in Norfolk (below).





Try Off-Duty Sailing

may be large enough for round-the-world sailing. Has two masts, the foremast taller than the mizzenmast. The mizzenmast stands just forward of the sternpost—just forward, that is, of the portion of the hull upon which the rudder is hung.

- Yawl—about the same size as a ketch, or a little smaller. Has two masts, the foremast much taller than the mizzen. Mizzenmast is far aft, *abaft* the sternpost.

- Sloop—smaller than any of the foregoing types, as a rule; 15 to 22 feet long. Has one mast; one sail on the mast and one or more on the forestays. The sail on the mast is called the mains'l and those on the forestays are called jibs.

- Catboat—still smaller. Has one mast, well forward. One sail on the mast; no jib.

However, it is important to bear in mind that in almost every case *sail plan* and not size is the distinguishing feature among these various types.

There are also dinghies, sailing canoes, sailing ki-yaks, and similar light sailing craft. But for the beginner, the best bet is a small sloop or a catboat.

All sails with which you will be concerned are of the "fore-and-aft" type. That is, one edge will be attached to the mast or the forestay and the other edge will be more or less "free." The free edge will always be somewhat aft of the secured edge, hence the name. Fore-and-aft mains'ls come in two types—the gaff-and-boom type and the Marconi or "leg o' mutton" type. The gaff-and-boom type has a light spar or "gaff" about two-thirds of the way up the mast and a boom at the bottom of the sail. The Marconi type, now more popular than the other, has no gaff, but does have the boom at the bottom. The Marconi sail is triangular in shape, coming to a peak at the top. Sloops usually have the Marconi rig, while catboats favor the four-sided gaff-and-boom sail.

Most sailboats have a fin-like keel or a centerboard to keep them from going sideways, or making leeway rather than headway, when the wind is abeam. For casual sailing, a centerboard is better, for if you run aground the centerboard simply pushes up into a housing just aft of the mast and you slide on over.

Now, let's pretend that you and your best friend have arrived at the sailboat rental office, have made your deposit and have climbed into your boat. The rental man casts off your lines and gives the boat a healthy shove out into deeper water. What's the first thing you should do?

The first thing, if your boat has a centerboard, is to

A LOT OF SAILORS are missing a lot of fun. How? By not going sailing.

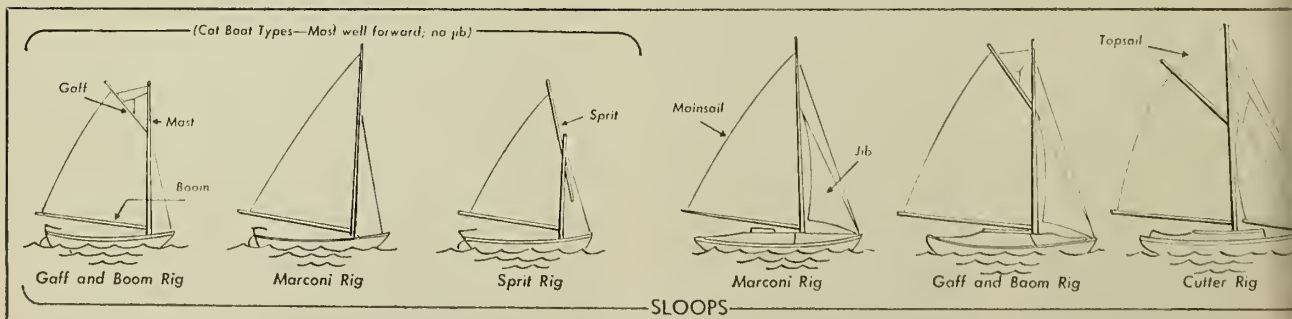
Sure, they go steaming all over the world in the Navy's high-powered ships, but that isn't sailing; it's cruising. Sailing is something else again, and it's as different from ocean cruising as ski jumping is from piloting an air liner. One is mechanical and the other is natural and personal; one is workaday routine and the other is spare-time fun.

Nobody is going to learn enough about sailing from reading a magazine article to enter the next Bahama race. But with a little attention and a bit of thought, a person should learn enough from this article to take a small sloop or catboat out in the bay on a breezy afternoon and get back without capsizing or being towed in.

Most sailboats that you see sailed by Americans these days come under one of the headings listed below. You will be handling only the smallest types if you're just learning the ropes, but it is nice to know the names of the others anyhow. Here they are:

- Schooner—a good-sized craft with two or more masts, typically fore and aft rigged. If it has two masts, as most of them do, the foremast is usually shorter than the other.

- Ketch—in most cases smaller than a schooner, but



Good Fun in the Sun

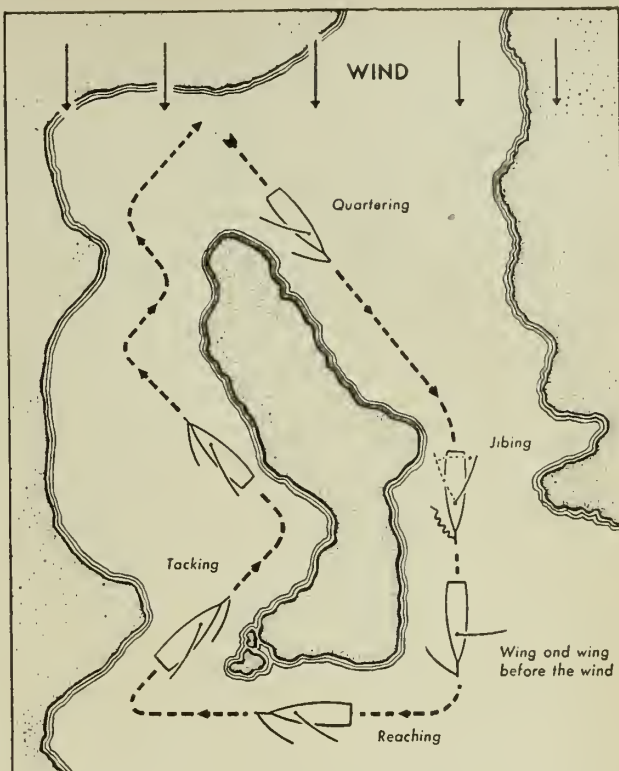
drop the centerboard to its operating position. Ordinarily, you will find a line coming up out of the centerboard housing and secured to a cleat. Unfasten the line from the cleat and lower away. If the centerboard doesn't lower, there is probably a bolt stuck through it, leading in one side of the centerboard housing and out the other. Take enough strain on the line to take the weight off the bolt, pull out the bolt, and lower away again. Be careful while doing all this; some centerboards are pretty heavy.

Next, hoist your canvas. There will be a couple of lines hanging down from the top of the mast. One will raise your mains'l, and the other, the jib. (Your rental boat will probably have only one jib, and that's enough, anyway.) One of you can free each sail from its furled position while the other hoists away. Pull them up good and snug and belay these two lines on cleats which you will find somewhere near the foot of the mast.

So far, so good. But there's a fresh little breeze, and the two sails are whipping around like everything. That won't get you any place. You have to make those sails take hold of the wind if you want to go sailing. So—attached to the lower outboard corner of each sail, you will find another line, or a little tackle, to be exact. Take the slack out of these, and immediately things will look a lot more ship-shape.

The portion of each tackle which you will hold is called, oddly enough, a sheet. "Never belay a sheet" is a cardinal rule of small-boat sailors—at least, of good small-boat sailors. That is, don't secure these lines to cleats. If you do, and a strong gust hits you when you're sailing with the wind somewhere abeam, you may capsize. By holding them in your hand, you can always slack off and spill excess wind, allowing your boat to get back on an even keel.

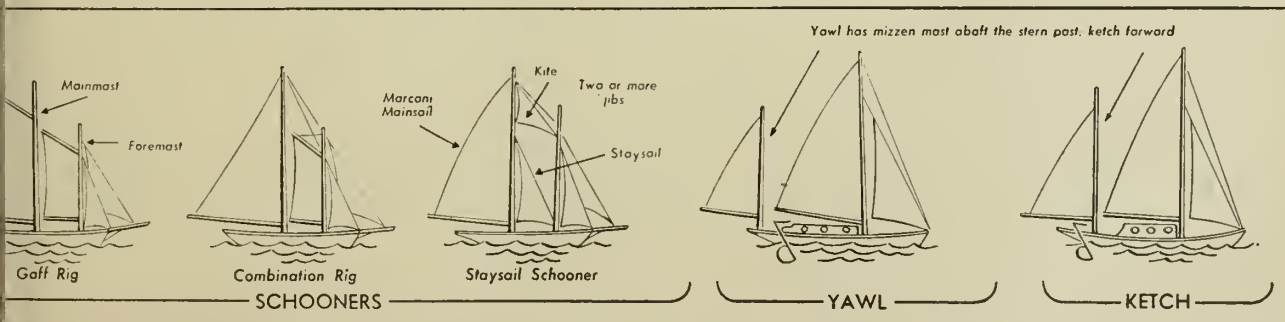
O.K. The wind is dead astern, we'll say. You get your bow headed out into the bay, slack off on your main sheet till the boom is sticking 'way out over the water on the port side (for instance), and away you go. The jib is also over on the port side, and the mains'l is cutting off most of its wind. What to do to fill the jib and get more speed? Have your partner go forward and pull the jib across the foc's'l to the starboard side. You will then be sailing "wing-and-wing." Boats look pretty, sailing that way, but that isn't the easiest or the most thrilling way to sail. For one thing, you really have to watch your steering. Veer too far to port, and the wind will get around forward of your mains'l and bring the boom slamming across to the



starboard side. Yaw to starboard, and the jib will whip over to port. That's called jibing (with a long "i"), and it isn't often done by good sailors. It's rough on sails and rigging in any but a mild breeze, and the boom can injure somebody or knock a person overboard as it whips across.

So you're sailing before the wind, wing-and-wing, and watching your steering. The mains'l is out to port and the jib to starboard. But you're bearing down on an island, and you're going to have to change course. Things being the way they are, it would be best to swing somewhat to starboard. Your partner goes forward and walks the jib across, and you push the tiller a little to port, swinging the rudder to starboard. As the bow swings to starboard, you find the wind coming in over the starboard quarter. That's O.K., but now your sails are a bit floppy; you're luffing. Haul in a little on the sheets, and the canvas is drawing again.

Away you go, and now it's more fun. The boat is heeling over a little, on her port beam and now that your sails are both drawing on the same side you can let her swing along more casually without danger of jibing. But you get to thinking that you're a long way from home plate for a beginner in this windjammer



business. You'd like to swing further to starboard. So what's stopping you? Go ahead and swing further to starboard. Just haul in some more on those lines in your hand to keep wind in your sails, and you will still go bowling along.

Now the wind is on your starboard beam. The foot of each sail is tending aft at quite an angle, and the boat is gurgling its way through the water, listing to port considerably. How do you know when your sails are trimmed at the right angle? Just watch the free edge, up close to the peak. The canvas should be shaking there, just a little. If it isn't shaking at all, it's pulled back too flat. If it's shaking on down more than a couple of feet from the peak, it's not pulled back flat enough. Too flat: a lot of heeling over and sidewise drift; not much pulling power. Not flat enough: a lot of flapping and shaking, or luffing, and not much pulling power.

The breeze increases and grows gusty. Every time a gust strikes, the port gunwale dips close to the water. This doesn't look so good. As was mentioned earlier, as long as your sheets aren't belayed, you can always slack off quickly and spill wind. There is another thing you can do, too: put down your tiller. That doesn't mean to let go of it. It just means that if your boat heels over dangerously, you can swing your tiller to the lower side of the boat—the port side, in this case.

But supposing the wind continues too strong, and you're slacking off the sheets and putting down the tiller all the time. That would indicate that it's about time to take a reef in your mains'l. Toward the bottom of the mains'l you may have noticed a couple of rows

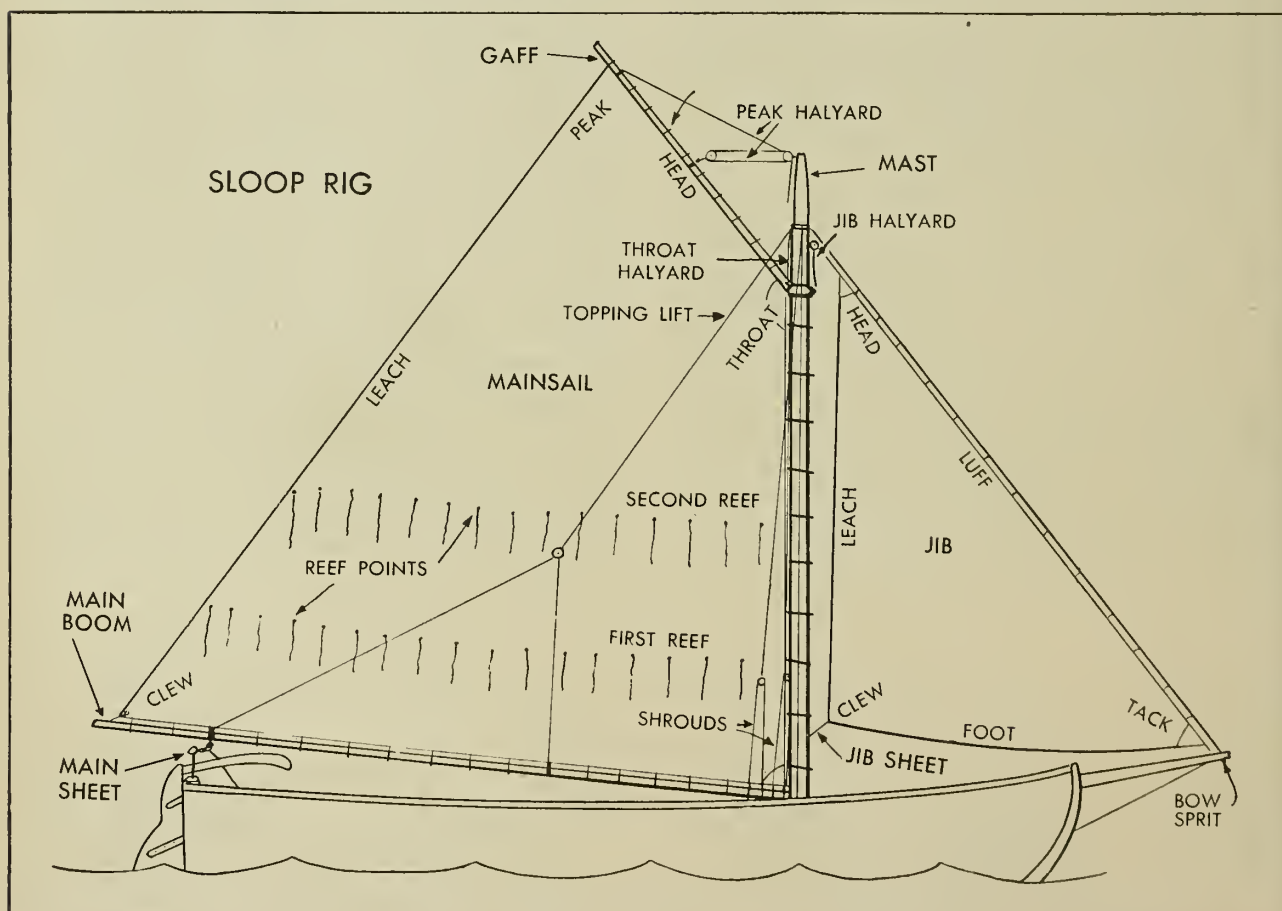
of heavy cords. Each cord has one end made into the sail and the other hanging loose. They are attached on both sides of the canvas, and are called reefing points.

So the thing to do is to head the boat into the wind, lower the sail a couple of feet, and tie all the lower row of reefing points on one side of the sail to those opposite on the other side of the sail, leading them under the boom to do so. Then tauten your canvas again and resume your cruise. You have taken a reef in the mains'l, and there is now considerably less sail area than before exposed to the wind. Some mains'ls have another row of reefing points on each side, above the first. If yours does, and if the wind is still too strong, the sail can be lowered further, and *these* reefing points tied under the boom. That constitutes "double reefing." Unless your jib has a boom, which is unlikely, you won't be able to take a reef in it. You won't need to, anyhow, unless you're caught in a hurricane.

Some small boats don't have any reefing points at all. If that is the case with yours, you had better head for the dock if the wind gets too strong for comfort.

You have sailed along with the wind abeam for quite awhile now, and think you had better head back toward the boat dock. How are you going to do that, when the wind is blowing directly to sea? It isn't hard, actually. All you do is swing her on into the wind, flattening the canvas aft meanwhile, until she's sailing as "close to the wind" as she'll sail. It won't take you long to learn when she's at her best. Too close to the wind: shaking sails and no speed. Not close enough: you're simply not advancing up-wind.

Your boat won't sail directly up-wind. Even an ice-



boat won't do that, and ice-boats sail closer to the wind than anything else under canvas. If the wind is in the south, you can sail southeast for awhile and then southwest for awhile. That's called *tacking*, and it will get you there. If the wind is coming in over the starboard bow, you're on the starboard tack; if it's coming in over the port bow, you're on the port tack.

Changing from one tack to the other is simple. Just let the bow swing down-wind a little to give you more speed, slack off the jib sheet, put your tiller hard down, and around you come. The boom will swing across the deck, but not violently. The sails will flap for a moment, then fill on the new tack—usually.

Sometimes, however, you won't have enough momentum to carry you on around till the sails refill. Then your boat will stop with the bow pointed into the wind, there will be a great commotion in the canvas, and you will have "missed stays." You will be "in irons," as the saying goes. That's no great harm, in most cases. Eventually the bow will "fall off" to port or starboard, and you will be either on your new tack or back on your old one and ready to try it again. But if you're in danger of going aground, you'd better get her squared away on the new tack the best way you can and as quickly as you can. A paddle is helpful, but disgraceful. Also, somebody can hurry forward and grab the jibs'l, using it for sort of a wind rudder to help bring the bow around.

If there's something wrong with the sail plan of your boat and she simply won't come about, you can always "jibe her"—that is, let the bow fall off down wind till the stern is pointed into the wind. Then walk the boom across carefully and fill on the new tack. This is considered unbecoming, unseamanlike, and lubberly in general. It just isn't done where it can be avoided.

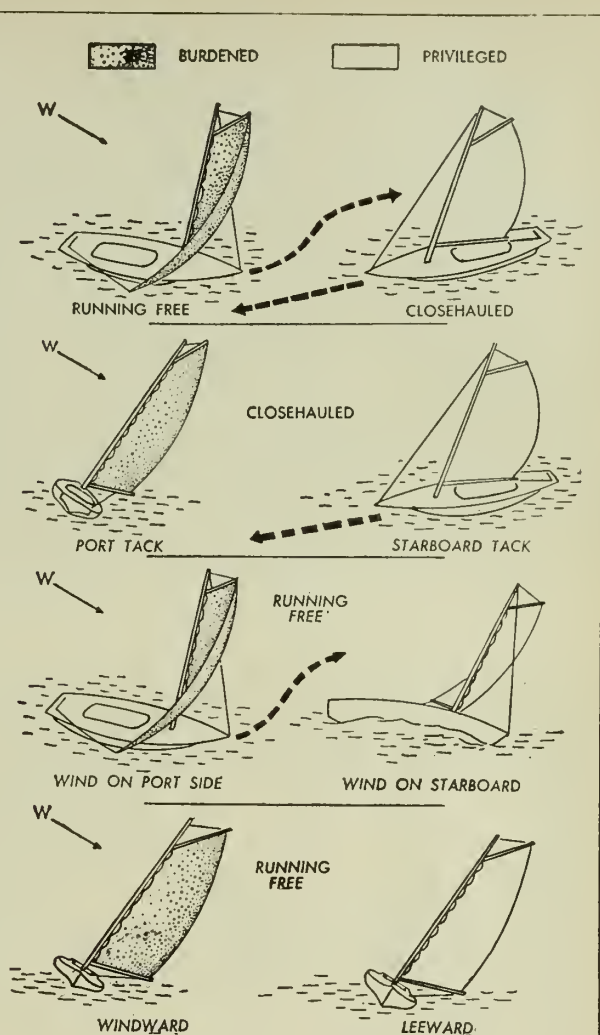
Well, you have tacked back till you're pretty close to where you started. Now you can either start all over again or tie up for this time. If you decide to tie up, you had better start getting some canvas off her before you get too close to the dock. It would be better to paddle the last few yards than to come in too fast and tear things up. At any rate, get the mains'l down while you still have plenty of time, and have somebody standing by the jib. Get him to drop the jib while you're still several yards out, and your momentum should carry you on in. Remember, you can't back her down for a screaming halt like they do with an LCVP.

However, if the wind is light and other boats are docking with their canvas up, it may be better for you to do it, too. Just luff freely as you approach the dock and after you get there.

Fun, wasn't it? No tired feet, no big expense, no headache tomorrow.

You will learn more about sailing if you stick with it, but if you follow the directions given here you will neither drown nor look ridiculous. A sailboat is no place for nonsense, but it's a lot safer than a motorcycle or a fast convertible.

This one hint should keep you out of any serious trouble if all else fails: In case of doubt, confusion or trouble, just head her into the wind. The sails will stop pulling, she'll be on an even keel, and you'll have time to collect your wits. If you're still not sure of yourself by the time she loses steerage way, toss over the anchor and read this article over again.—H. O. Austin. JOC, USN.



Some 'Rules of the Road'

Here are some "rules of the road" to help you keep from getting into trouble with other craft and harbor police.

- If a sail boat and a power vessel are proceeding in such directions as to involve risk of collision, the power vessel must keep out of the way of the other craft. It is bad sailing manners, and sometimes dangerous, to overwork this rule, however.

- A sailing craft which is running free must keep out of the way of a closehauled sail vessel. A sailing vessel is said to be running free when the wind is approaching from abaft the beam; closehauled when the wind is approaching from forward of the beam.

- A vessel closehauled on the port tack—the wind coming over the port bow—must keep out of the way of a vessel closehauled on the starboard tack.

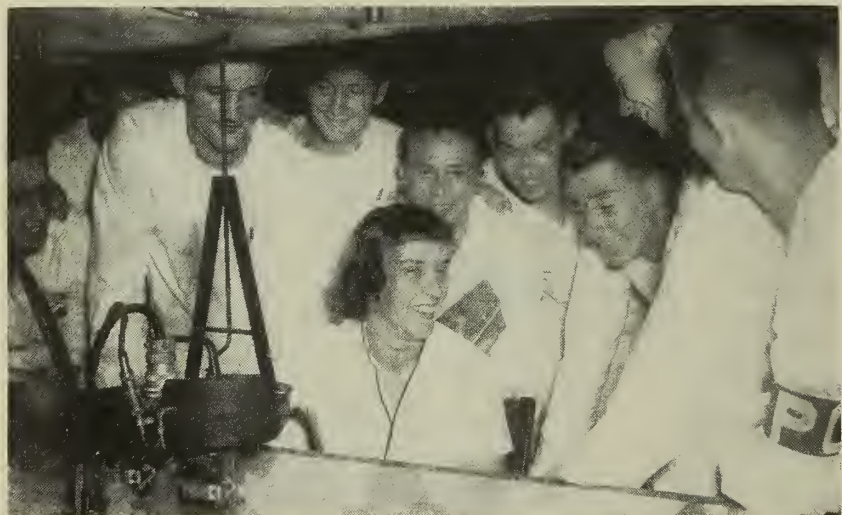
- When both are running free, with the wind on different sides, the vessel which has the wind on its port side must keep out of the way of the other.

- When both are running free, with the wind on the same side, the vessel to windward must keep out of the way of the other.

- Sailing vessels under way must keep out of the way of sailing vessels or sail boats fishing with nets, lines or trawls.



SHARP LOOKING midshipmen gathered from colleges throughout the U.S. board USS Cabot to spend a day at sea observing shipboard flight operations.



ATTRACTIVE link trainer instructor entertains an eager audience at NAS Pensacola. Middies' cruise touched on all aspects of ground and flight training.



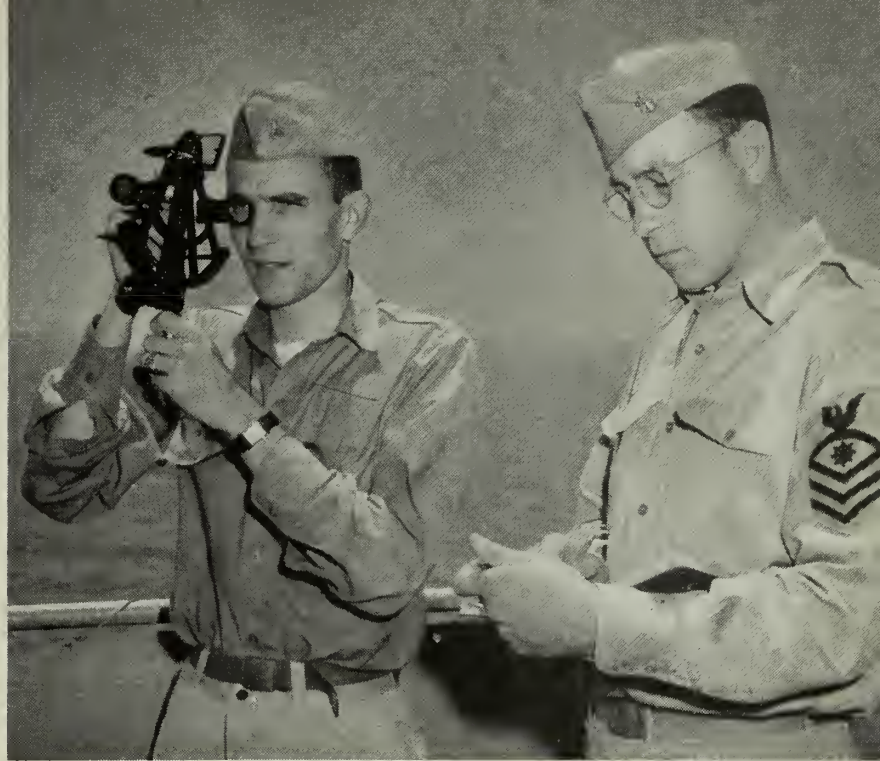
They Learn on

THIS SUMMER, as in summers past, thousands of young men from colleges and universities throughout the U.S. participated in NROTC training cruises. These cruises supplemented the courses they had studied in school with practical shipboard experience.

Taken at NAS Pensacola and



CONTROL TOWER procedures are learned by experienced enlisted man (above). Left: Mid



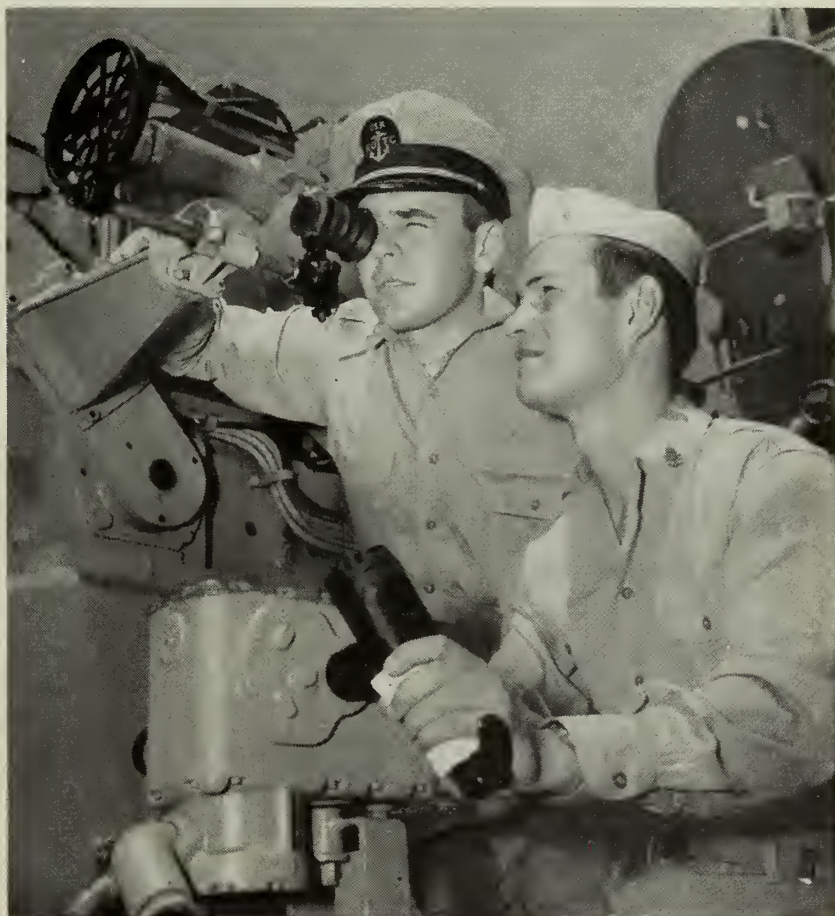
SUN SIGHT is made by midshipman under salty QMC's watchful eye (above). Left: NROTCers cluster on island of USS Cabot during flight operations.

Training Cruises

aboard the carriers *uss Coral Sea* (CVB 43) and *uss Cabot* (CVL 28), these photographs deal with but one aspect of a comprehensive program which touched on subjects from aviation indoctrination to submarine training, from amphibious landings to difficult battle problems on the high seas.



First hand under the guidance of an experienced officer, NROTC middies examine controls of carrier's 'copter.



TRAINING to serve as officers in the world's greatest Navy, NROTC middies familiarize themselves with operation of gun mount on USS Coral Sea.

West Meets East in



EXOTIC Oriental tower, a landmark in Haw Par Gardens, forms backdrop for group of sailors from *Boxer*, *Parks* and *Craig* sightseeing in Singapore.



SIGHTSEERS—Hindu women wearing their pristine flowing garments, visit aboard the aircraft carrier USS *Boxer* during the ship's stay in Singapore.

SINGAPORE. Glamour city of the Far East. Meeting place of merchant and adventurer, crossroads of the Oriental tropics.

It was summer, before Korea's troubles began. Into the harbor at Singapore, at the eastern end of the Strait of Malacca which lies between Sumatra and the Malay Peninsula, steamed the U.S. Navy aircraft carrier *uss Boxer* (CV 21) and two destroyers—*uss Floyd B. Parks* (DD 884) and *uss John R. Craig* (DD 885). Men with access to maps and charts—and those as well with a good mental picture of the region—had felt themselves surrounded with adventure for days. Not far to the eastward lay Borneo; to the northward, across a corner of the Malay States, was the Gulf of Siam.

Soon, loaded liberty boats were leaving the ship for the landing. There were those who were reminded, despite themselves, of wartime amphibious landings. Perhaps it was the newness, the mystery, the prospect of treading ground previously unknown to them. But here no bullets whistled past; there was no sound of gunfire. The people welcomed the visitors with open arms, so to speak.

As soon as they set foot on the city streets the men felt crystallizing an impression which had begun to form as soon as the ship entered the harbor—the impression of contrasts. In the harbor, boats of the crudest kind rubbed bilge keels with modern warships and luxurious ocean liners. On the pavement, sweating coolies, and "trishaws"—three-wheeled, man-powered, pedal-driven taxis—threaded their way among electric busses and limousines. Businessmen and tourists in crisp tropical suits shared the sidewalk with peddlers in breech clouts.

Wherever there are American sailors there is, or should be, an amusement park. In this respect, Singapore didn't disappoint the men of *Boxer*, *Parks* and *Craig*. Singapore has three amusement parks—named the New World, the Happy World and the Great World. In addition to many common amusement-park attractions, these three fun spots offer a wide variety of cabarets, theaters, shops and restaurants. An Oriental play—

Singapore

or part of one—while utterly meaningless to us westerners, is really something to see.

No matter how good the food may be aboard ship, the U.S. Navyman likes to eat ashore once in a while—for variety's sake, if for no other reason. In Singapore there is variety a-plenty in menus. Some of the men thought that dining opportunities there compared favorably with those in San Francisco—which is saying a lot.

The city of Singapore is situated on an island, also named Singapore. The island is approximately 26 miles long and 14 miles wide, with the area computed as 220 square miles. The population of the island is given in the 1950 World Almanac as 940,000, with approximately half of this number living in the city. Great Britain obtained the island from the Sultan of Johore in 1819. At that time the whole area was virtually an uninhabited swamp, but the British soon made it into a great seaport.

In 1922 England began to fortify the city on a large scale, but unfortunately most of the fortifications were designed to repel invaders from seaward. Early in World War II the Japanese stormed the city from the rear by advancing on it through the jungles and swamps of the Malayan mainland. Singapore fell, and was in Japanese hands from February 1942 to September 1945.

Although not much more than 100 years old, Singapore has gained fame as the economic key to the East Indies. At the same time, with the help of adventure writers, it has been built up in the minds of millions as the haunt of swashbuckling soldiers of fortune. The city deserves its name as key to the East Indies. Any power that owns the seaport can dominate the rich trade route between Europe and the Netherland Indies, China and Japan. As for the other type of fame—adventurers of every stripe have certainly stopped there, and some have remained.

Of the people who came and stayed, most were Chinese. Few of them were very adventurous, as red-blooded Americans interpret the word. Many became merchants, competing with the Indians in selling



WEIRD, WILD MUSIC of the Orient's ubiquitous snake charmer renders the deadly reptiles as docile as pets—which they possibly are to begin with.



EAST MEETS WEST in Singapore, city of contrasts. On the flight deck of a modern aircraft carrier, traditional turbans and beards seem incongruous.



HIGHLY PRAISED gasoline tanker *USS Chewaucan* (AOG 50) rides quietly at anchor in harbor at Villefranche. *USS Newport News* is in background.

Tanker No Longer Takes a Back Seat

Unaccustomed as the oiler *Chewaucan* is to any kind of publicity, the 4,100-ton craft still has a red tinge to her paint job from blushing.

Chewaucan (AOG 50) has been with the Sixth Fleet in the Mediterranean for three years now, and it was normal procedure for the little oiler to take a back seat to the bigger warships.

Newspaper reporters, brought over to tell the folks back home how the Navy looks in foreign waters, wrote glowing accounts about such ships as *uss Salem* and before that *uss Newport News*.

But on one recent trip a group of newsmen from New England papers decided they would like to try *Chewaucan* for stories. They went aboard at Gibraltar and spent several pleasant days with the oiler.

Not until they had returned to the United States did the men on *Chewaucan* realize what a hit the oiler had made. "Rave notices" in the form of clippings began to trickle back, all in high praise of the tiny ship and its five officers and 79 men.

Typical of the stories was one printed in the *Boston Globe*. "The *Chewaucan* is about as neat, trim, clean, comfortable and efficiently

run a ship as you can imagine," wrote reporter Cyrus Durgin. "There are no rust spots, and there is no grease. The coffee is fresh and plentiful, and so is the food. The officers are capable and friendly, and the crew is a happy lot—you can tell that from the way they work and the way they speak to you.

"*Chewaucan* gets her nautical tone from her skipper, Lieutenant Commander J. H. Kelly, usn, who was born in Western Canada but calls his home port Norfolk, Va., who enlisted in the Navy when he was 17, and is now in his 23rd year in the service.

"The crew is encouraged in leisure time hobbies. One man is building a model house in the carpenter shop, another plays the accordion more than passably well.

"It is surprising, too, how many things there are to make life pleasant for the crew. For example, they have not one, but two 16-mm movie projectors in the crew's mess hall, so that you don't have to wait between reels. They can make good ice cream here, too, as we found out tonight when the mess steward placed before us the biggest helping of apple pie and ice cream known to man."

American fountain pens, shirts and razor blades. A few became millionaires by dealing in rubber, tin and quinine. Some are house servants, factory hands, coolies, rickshawmen or stevedores.

Many languages are spoken, but English is understood almost everywhere. The standard medium of exchange is the Malayan dollar, worth about 33 cents, U.S.

Souvenir hunters from the three ships had their hey-day in Singapore, coming back with almost everything from sarongs to side-saddles. Silverware, chinaware, leatherware and lacquerware were everywhere. Prices, the sailors thought, were on the reasonable side.

So much to see in Singapore, and not much time in which to see it. Crude, clumsy boats coming into the heart of the city on the Singapore River, loaded with bales of rubber. . . . A snake charmer producing weird wild music to bring a hooded cobra upward, swaying, from its basket. . . . A huge bronzed concrete statue of Buddha sitting beneath a vaulted roof. . . .

The Raffles Museum and Library and the Botanical Gardens . . . Mohammedan Mosques, Hindu and Buddhist temples . . . the Fullerton Building, Victoria Memorial Hall, the Supreme Court, the Municipal Building . . . billboards in English, Malay and Chinese; Coca Cola signs . . . hundreds of sampans on the Singapore River.

The arrival of the American sailors added to the already enthusiastic feeling of the local people for American sports. Basketball teams from the carrier and the destroyers played exhibition games with several of the home teams. Baseball is less common than basketball and tennis there, and many of the spectators saw their first baseball game when *Boxer* and *Craig* staged an exhibition match.

One day it was time to depart. Memories were widely varied. Despite Singapore's fame in story and song as an exotic port of the Far East, some thought that the place had much in common with Kansas City. Still, there were differences—great differences. And the general opinion was that Singapore is the best liberty port in its part of the world.

Said the city's commissioner of police, "An exemplary standard of discipline and good behavior was displayed by all."

These Men of the Sea Do 4.0 Job as Men of the Soil

NOW that the frost is on the pumpkin and ruin reigns in the potato patch, the wardroom folks at U.S. Naval Air Station, Atlantic City, N.J., sometimes sit back and reflect upon the success of their 1950 garden project. Still fresh is the memory of roasting ears and crisp green cucumbers, and the ledger book shows a saving of \$1,000 or more.

An annual gardening venture was first inaugurated at NAS Atlantic City several years ago. The program was expanded this year, and provided an abundant supply of fresh vegetables just at the peak of the market demand in the resort area where the air station is located.

Conferences which began early in the spring resulted in sound plans. The station nurse supervised the project and acted as mess caterer. The chief steward pitched in with ready suggestions and rural wisdom, while a steward first class volunteered to be boss-man for planting and working the garden.

Long before plowing time, those in responsible positions were poring over seed catalogs and planning the garden. It was found that seeds would require an investment of \$38. To those who remembered buying seeds in 10-cent packages back home, this outlay at first seemed tremendous. Another \$20



LEADERS in the gardening venture which has saved NAS Atlantic City over \$1,000 are (L to R) A. Johnson, SD1; Lt. L. Simon, NC, and J. Anthony, SDC.

was spent for plowing the two acres and preparing the ground for planting. Ten dollars would be required for insecticide. That made a total of \$68, but it was really the total—and the sum was soon overtaken in savings.

Daily diligence in watering, weeding and hoeing brought its first reward early in May. Tasty red radishes and crisp green-and-white onions were ready.

Waning summer found the boun-

ty of spring still overflowing. Quick freezing was the answer, it was agreed. During many summer afternoons, busy hands washed, cut, prepared and packed. Half a cent a pound paid for commercial freezing. The galley reefers provided refrigerated storage space afterward. Christmas will find fresh peas on the table.

Sponsors of the Atlantic City air station garden think it is unique as regards the stateside Navy.



HOME GROWN fresh vegetables (left) gathered from the gardens, are processed for freezing (right) for use during the winter months. Sponsors believe it is unique in stateside Navy. Project also means savings on ledger book.

Brief news items about other branches of the armed services

★ ★ ★

IN TUNE WITH THE TIMES, Army training has reacquired a grim note reminiscent of the early 1940s. *Realism* is the revived byword, with countermeasures against guerrilla and infiltration tactics emphasized.

Instructions have been issued to all Army field commanders in the U.S., pointing out that the American soldier's training must be designed to prepare him psychologically to meet battlefield conditions. In a first step toward that goal, the use of live ammunition has been reestablished as part of the Army's training program. Also, firing courses designed to condition men psychologically for combat are now being used.

Learning infiltration tactics, Army trainees worm their way under barbed wire obstacles while machine gun bullets whistle just overhead. The "city and village fighting course" and the "close combat course" teach realistically the techniques of specialized close-quarter combat. The courses are designed to accustom men to the noise and uproar of battle.

Safety officers carefully supervise all this type of training. Accidents were not excessive in World War II training where similar techniques were used. The number of lives ultimately saved is known to be worth the risk involved.

★ ★ ★

A TWO-STAGE ROCKET has been successfully flight-tested on a horizontal run for the first time. The double-headed, 14-ton missile was launched by Army Ordnancemen at the Air Force Long Range Proving Ground, Cocoa, Fla., and hurtled 63 miles out over the Atlantic at a speed of 3,600 miles per hour.

The 56-foot guided missile, named "Bumper," was a combination of a reworked German V-2 and the smaller U.S. designed Wac Corporal rocket. When unleashed, the entire unit, traveling an arc similar to the trajectory of an artillery shell, climbed 51,000 feet. At that height the smaller Wac Corporal, resting in the nose of the V-2, was fired by remote control. The "mother" V-2 dropped down to 20,000 feet where a charge of TNT



POWERFUL tanks such as 92,000-pound M-26 General Pershing play leading role in modern infantry operations.

inside it was fired by radar, shattering it to bits. The last 15 miles of the flight was made by the Wac Corporal alone.

Purpose of the test flight was to investigate certain high supersonic velocity phenomena at relatively low altitudes, and to make a further study of the principle of launching a smaller rocket missile from a larger missile in flight. No information relative to the missile's performance was released, except that the firing was considered a complete success.

A similar two-stage rocket was fired at the White Sands Proving Grounds, N.M., in February 1949, establishing an altitude record of 250 miles.

★ ★ ★

FOR SOMETHING THAT has never gone anywhere, the Cape Florida lighthouse on the Florida Keys has been through a lot in its 125 years of existence.

There was a wild day in 1836 when the structure resembled a factory smokestack more than an aid to navigation, and the area rang with the cries of redskins during the Seminole War.

The two keepers—John W. B. Thompson and his helper—hammered at the Seminoles and the Seminoles fired back, until dark. Then the Indians took more drastic measures; they set fire to the door and the lowest shuttered window.

The men retreated to the lamp itself and managed to keep the fire confined below for awhile by covering the hatchway that led up from below. Soon, however, the pair was driven out onto the narrow walkway which surrounded the structure just below the lantern. There, while being almost roasted alive, they were subject to accurate musket fire from below.

The assistant died from his wounds and Thompson was on the verge of leaping from his perch when the interior of the lighthouse collapsed, dropping the fire to the bottom. A cooling breeze brought added comfort, and the keeper lay still.

Thinking their victim dead, the Indians departed after setting fire to the dwelling house nearby. With them they took the lighthouse keepers' sail boat and other loot. On the following day help came and Thompson was rescued. Although crippled for life, he survived the frightful experience.

This, one might say, was the climax of this lighthouse's existence. The event occurred 11 years after its completion. Rebuilding was authorized one year after the Seminole attack, but was not completed until nine additional years had passed. Hostile Indians in the nearby everglades were the factor which delayed matters. In 1855 the tower was extended an additional 30 feet upward from its original height of 65 feet. The lighting apparatus was destroyed during the Civil War—in 1861—and wasn't rebuilt until six years later.

Cape Florida Lighthouse served as a guide to seamen passing the dangerous Florida Reef until 15 June 1878.



At that time a new light called Fowey Rocks Light was put into operation.

While now privately owned and no longer used as a light, the old structure is still carried on the Coast Guard light list. "Cape Florida Daybeacon," it is described, "White unused lighthouse tower, privately maintained."

★ ★ ★

SMALL-SIZE TELEPHONE switchboards for field use are the latest thing in the Army's "miniaturization" program which has been underway for some time.

Although weighing only 22 pounds—less than half as much as the units they will replace—the new switchboards will have twice the capacity of their predecessors. Of the two types of switchboards which will be replaced by the new midget, one weighs 48 pounds and the other 72. In the number of lines it is capable of handling, the new board will match the old 72-pound heavyweight—12 lines. The 48-pounder could take care of only six.

In bulk, the new switchboard is only a third as large as the smallest type previously used. It is shock-proof for parachute dropping and jeep transportation. It is completely waterproof when in its carrying case and water resistant when set up for use. As many as three of the units can be hooked up together. When this is done and slight modifications made, 46 lines can be accommodated at one time. Its retractable cords stay clear of wet, muddy ground.

The new switchboard is scheduled for production this year.

★ ★ ★

IN THE FUTURE, British, Canadian and U. S. military pilots may get their primary basic flight training in the same plane.

The plane—not yet on the drawing boards—will be a combination of the best characteristics of the basic training planes now being used by all three countries.

As a first step in this long-range plan to standardize pilot training on the basic level, training planes from Britain and Canada are now at Randolph Air Force Base in Texas. There they will be put through their paces and evaluated by the Air Force and the Navy.

Evaluation completed, the characteristics of the for-



NEW OVENS developed for Air Force quickly provide hot chow for passengers and aircrews on long missions.

cign models will be compared with those of U. S. training planes and the best features of all combined into an ideal basic training plane.

★ ★ ★

COAST GUARDSMEN "made like Seabees" during a helpful Pacific cruise, when they set up a marine railway at French Frigate Shoals in the Hawaiian Islands.

The two-day job of assembling the marine railway was just one of the tasks that the crew of the Coast Guard cargo ship *USCGC Kukui* performed during a 9,000-mile Pacific trip. Several other out-of-the-way places were touched during the trip—Nihoa in the Hawaiian Islands, Wake Island, Kwajalein and Majuro atolls in the Marshall Islands, Makin atoll in the Gilbert Islands and Cocos Island and Guam in the Marianas.

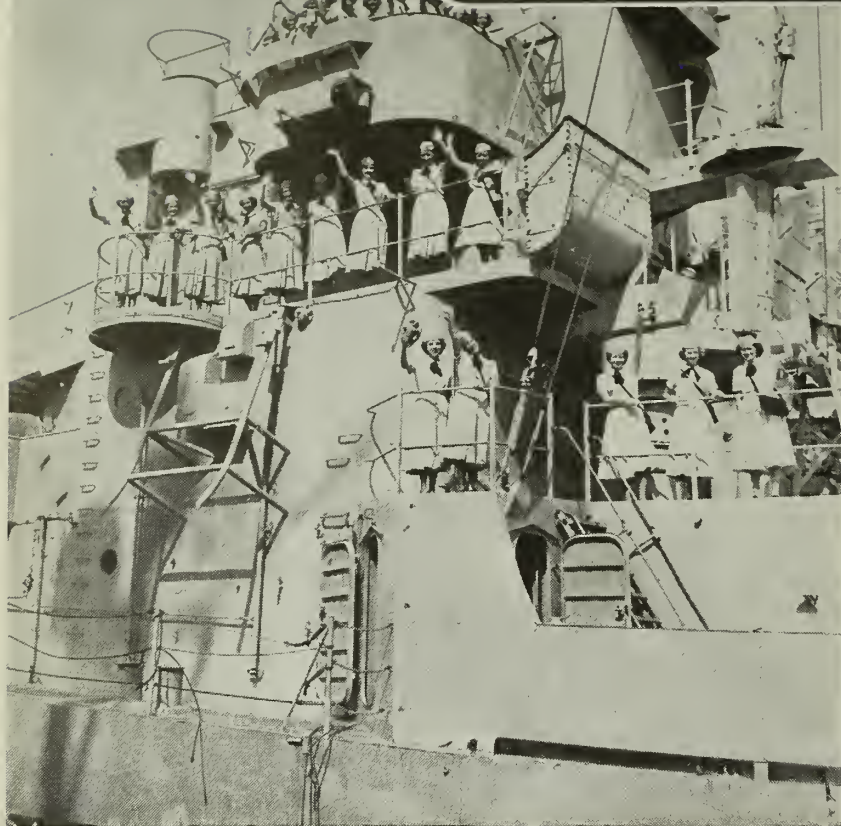
The three-month voyage was made primarily to move construction equipment and supply loran stations. Building material, heavy equipment, food supplies and fuel were unloaded at Cocos Island. Four 90-foot antenna poles were left at Wake.

But perhaps the most appreciated task was that of assembling the marine railway at French Frigate Shoals. With this device for launching and beaching a small boat, the 13 Coast Guard loran operators there are able to pick up mail at near-by Tern Island more often.



SMOKE TRAILS are left by F-86 Sabres of the 81st Fighter-Interceptor Wing making formation takeoff at Larson AFB.

New Reserve Waves



ENTHUSIASTIC Wave recruits clamber over the mothballed USS Whitehurst while on a field trip during their two-weeks Reserve indoctrination training.



HAVE you heard the story of Ginny, the Ninny of the Goon Platoon?

Ginny symbolizes the fact that the Navy's Waves have "arrived." Already they have a folklore, and swap elaborate sea stories in keeping with the highest Navy traditions. Sea lan-



READY TO GO aloft on their first Navy flight, jaunty Reserve Waves are all smiles as they board the plane.



NO PRIVATE ROOM—During the two-week course neophyte Waves sleep in barracks and stand in chow lines.

Get Salty



TRICK AT THE WHEEL is taken by Waves visiting USS Colahan (above). Left: Canal Zone Reservists, fully-rigged, tour local fire-fighting training facilities.

guage has become a part of their daily vocabulary, and they wear their bluejackets with a jaunty pride.

This year for the first time Wave recruits of the Naval Reserve packed their lipsticks and compacts into their duffel bags, left their civilian jobs as stenographers, salesgirls and accountants for a two-week indoctrination in Navy life.

They liked it.

From every naval district came enthusiastic reports of the way the new Reserve Waves responded to the rigorous training schedule, which packed in not only classroom lectures, but pistol practice, marching drills, swimming instruction, watch standing and lessons in military etiquette.

From 0630 reveille to 2230 taps, the Wave Reserve recruits lived a full Navy "shoreside" life, sleeping in barracks and standing in chow lines.

They learned how to make beds Navy style, to keep their quarters shipshape, and the importance of making musters—on time.

They nursed sore feet after marching practice, and standing at inspections. Like all good sailors, they "griped" about things. And they established an esprit de corps which is evident in the songs they have composed for marching and recreation room ballads.

Ginny, for example, is the Wave



SWIMMING instruction is included in the rigorous indoctrination course (above). Below: In Cleveland, Wave trainees inspect the submarine USS Gar.





BLOOD TESTS and shots, important to health but inevitably unpleasant, are a necessary evil in the program.



SORE FEET acquired during arduous close-order drill, are improved by tender care and good-natured 'gripping.'

counterpart of Dilbert, or Stalemate:

*If there ever was a seaman that
was struck by the moon,
Oh, it's Ginny, the Ninny of the
Goon Platoon.
Oh, she flaunts femininity with
curls and with frills,
But her mates want to choke 'er
when she drills. . . .*

Then there's the ditty which starts off:

"Don't make my girl a sailor, the weeping mother said—" because she's always been a home girl and she's never been to sea. However, the story has a happy ending, and the future Wave finally joins up.

Early morning rising, required of

Waves as of all bluejackets, comes in for the usual criticism:

*When they wake us in the morn-
ing, with a mighty bell,
We hit the deck, and we feel
like—well. . . .*

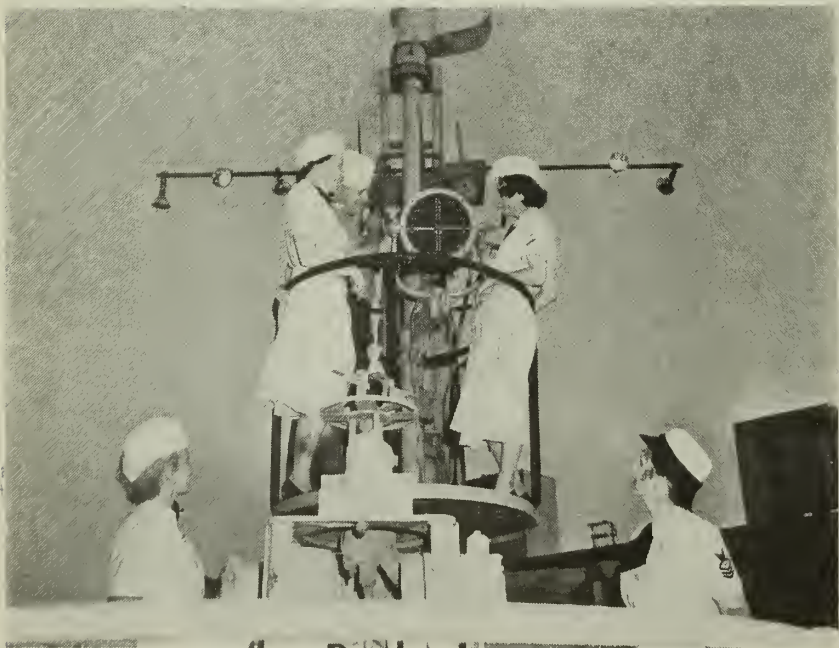
Not only are Waves now participating in the Navy's recruit training program, but they are also enrolled in the rate-training programs of the Organized Reserve. Waves have been welcomed into Organized and Volunteer drilling units, and some units composed entirely of Wave Volunteer Reservists have been established.

Purpose of this training program is to help Waves prepare for possible mobilization assignments.

During World War II, some 104,000 women volunteered their services as Navy Waves. Today, the youthful Wave Reserve has a membership of 15,000 which is mounting daily.

It may be a "man's Navy," but the Waves are an important part of it. In the words of another of their songs, this time a sentimental one, they are ready to

*—Carry on for that gallant ship,
And for every hero brave
Who will find ashore
His man-sized chore
Was done by a Navy Wave.*



SALTY submariner demonstrates for visiting Waves the historic art of sending messages ship-to-ship via blinker. Reserve membership is mounting daily.

LETTERS TO THE EDITOR

Transfer to Home District

SIR: Is there a letter or directive out that specifically authorizes ordering a man to his home naval district prior to transfer to the Fleet Reserve? Several of us would like to submit a request for transfer to our home naval district, but cannot find a BuPers letter or directive to reference on the matter.—R. P. B., BMC, USN.

• Other than Article C-5203, BuPers Manual, there is no authority or reference for enlisted personnel requesting duty in their home naval district while awaiting transfer to the Fleet Reserve.

However, as you probably have learned since writing your letter, it is not the current practice of the Bureau of Naval Personnel to approve requests of this nature in view of the present international situation and the provisions of Alnav 73-50 (NDB, 31 July 1950).

The word we have now is that at such time as the international situation permits or Alnav 73-50 is cancelled, requests for transfer to home naval districts for the last months of service prior to transfer to the Fleet Reserve or the Retired List will be handled individually, with the final decision based on (1) the needs of the service, (2) availability for transfer and whether or not a relief will be required, (3) whether or not request for transfer to the Fleet Reserve or the Retired List has been approved and the date set, (4) how long a man has been at sea and/or in his present billet since his last tour of duty ashore, and (5) whether his overall record indicates special consideration due him.—Ed.

Who Reduces Retirement Pay?

SIR: (1) Under what circumstances and by whose authority can retirement pay of retired military personnel be reduced? (2) When a chief changes his rating to another rating in the same pay grade, does he retain his seniority of time in rate or does he lose it?—R. S. G., ACC, USN.

• (1) By Act of Congress only. Retired pay provisions are always included in any pay bills for active personnel. Conditions of national economy generally dictate any reductions in pay, retired or active, and the last reduction was made under the Economy Act of 1932, providing for a temporary reduction in retired pay which lasted from 1 July 1932 to 30 June 1934.

(2) He retains it. The date of advancement to chief petty officer, acting appointment, determines the date of precedence for any chief petty officer.—Ed.

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letters to: Editor ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

Mustering-Out Payment

SIR: I just reenlisted on board, having first entered the Navy on 24 June 1947 and have been serving on active duty ever since. I would like to know if I rate the \$300 mustering-out payment, as I have served on sea duty since 31 Oct 1947 and have made two Mediterranean cruises.—R. I. W., YN3, USN.

• If the information you relate is correct, you were entitled to MOP when honorable discharge was actually effected. However, the actual determination of entitlement is made by BuPers. No MOP is payable upon discharge from an enlistment or reenlistment entered into on or after 1 July 1947, but as you state your date of entry was earlier, you apparently meet the requirements for payment of MOP.—Ed.

Meaning of Term 'Seven Seas'

SIR: Would you please inform me as to the meaning of the expression, "Man and boy . . . for forty years I've sailed the seven seas"? Could the sailor have meant that he had sailed all over the world?

There are only five oceans listed on the charts but I contend that the Atlantic and the Pacific are each divided into two oceans, thereby bringing some truth to this sailor's statement. I believe that the expression is taken from Rudyard Kipling's poem "Sea Chanty."

I'm thanking you in advance for your assistance, and hope you can help me collect from a couple of chief gunner's mates.—J. C. M., BMC, USN.

• The expression "to sail the seven seas" means to cover all the waters of the globe, or in other words, the seven oceans of the world. These are considered to be the North and South Atlantic, the North and South Pacific, the Indian Ocean, the Arctic Ocean and the Antarctic Ocean.

Webster's Dictionary states that the phrase probably had its origin in Brahmanic mythology, the seven seas considered as surrounding and dividing the seven land masses of the earth.—Ed.

Property Tax Exemption

SIR: Does the law require that a serviceman must pay personal property taxes on such locally-purchased items as an automobile? County officials here at Cherry Point, N.C., say you must even though you have paid the state tax and your car has been registered with the state.—N. O. S., SSgt, USMC.

• Current law (the Soldiers and Sailors Relief Act of 1940, as amended, and as extended by the Selective Service Act of 1948) provides that members of the armed forces shall not be subjected to income or personal property taxes in any state or county or other division under the jurisdiction of the United States if they are living there solely by reason of naval or military duty orders and have an established permanent home or domicile in another state.

But there is an exception in the law in regard to automobiles. For a serviceman to be exempt from the personal property taxes on an automobile, he must show that the car has been registered and the taxes on it paid in the state of his permanent or legal residence.

From your information it appears that your legal or permanent residence is in a state other than North Carolina and, since your car has not been registered in that state or taxes paid there, you will not be entitled to exemption from either the North Carolina state tax or the local county tax on automobiles.—Ed.

Duty with Naval Intelligence

SIR: I would like some information as to the requirements and necessary qualifications for duty with Naval Intelligence. (1) What ratings are eligible? (2) How, and to whom are requests submitted? (3) What previous experience or duty would help to qualify? (4) Are correspondence courses in Naval Intelligence available to enlisted personnel? (5) What GCT scores are necessary?—P. V. H., EN2, USN.

• Enlisted personnel are ordered to duty in the Naval Intelligence organization solely for carrying out the duties for which they are qualified within their ratings, and not for performing specific intelligence duties. The answers to your questions are: (1) YN, SK, DK, RM, TE, PH, HM, AD, AO, and AL. (2) Requests should be addressed to the Chief of Naval Personnel via your commanding officer and the Chief of Naval Operations. (3) Irrelevant. See above. (4) No. (5) No special GCT score is required for this duty.—Ed.

Stars on Combat Pin and Ribbon

SIR: A letter on p. 28 of ALL HANDS, July 1950, inquiries as to the number of stars on a submarine combat pin and the number of stars on an area campaign ribbon and the relationship between them—that is, whether a star can be worn on the combat pin and one on the area ribbon for the same patrol. Your answer was "yes," but I think it was misleading in that a man might rate a star on his area ribbon but not on his combat pin.

The key to the question is that the authorization for wearing the submarine combat pin and the additional stars is that the war patrol must be designated as "successful," whereas stars for the area campaign ribbon may be authorized for each combat war patrol whether successful or not—or at least that's my interpretation of current regulations. In other words, could a man be entitled to 11 stars on his area ribbon for 11 war patrols, while rating only a combat pin with three stars for four successful war patrols?—LCDR J.I.S., USN.

• You are right. In the particular case in the July issue, the number of stars happened to be the same on both the area ribbon and the combat pin. But since the criteria differ for awarding stars on each, the number will not necessarily coincide.

You can't go wrong if you follow the publication Decorations, Medals, Ribbons and Badges of the U. S. Navy, 1948 (NavPers 15709) for stars authorized on the area ribbon, and combat pin stars as authorized by the Submarine Force Commander. A copy of this publication is available on all ships and stations.—Ed.

How Many LCMs on LSDs

SIR: In your June issue you stated in "Here's Your Navy" that an LSD carried 14 LCMs. While serving in USS Donner (LSD 20) we carried a total of 18 LCM(6)s. Please correct me if I'm wrong, but I'd bet my last dime on it.—E.D.C., CHBOSN, USN.

• Your last dime is safe, Bos'n. It is true that 18 LCM(6)s were carried in LSDs; also 20 LCM(3)s. The skipper of the LSD we mentioned just didn't believe in crowding.—Ed.

Who Gets Good Conduct Pay?

SIR: I would like to know if the 10 per cent extra for good conduct for people transferred to the Fleet Reserve has been discontinued since passage of the Career Compensation Act.—F. B. K., BM1, USN.

• The extra 10 per cent for 20 years or more of good conduct can be paid to those transferring to Class F-4-D of the Fleet Reserve and using the fractional method for computation of retainer pay. For these, it applies whether they are under the Career Compensation Act or whether they are entitled to "saved pay." Not entitled to it are those transferring to any other class of the Fleet Reserve, and those transferring to Class F-4-D and using the percentage method for computation of retainer pay.

For a roundup of all matters pertaining to retainer and retired pay, see the joint BuPers-BuSanda letter numbered 50-448 in the 15 June 1950 Navy Department Bulletin. This will be found on page 67 of that bulletin.—Ed.

Aviation Bonus and MOP

SIR: Reserve officers A-V (N)—later A-1—of my rank who did not choose the Regular Navy for a career were discharged and collected their \$500 per year aviation bonus money. As shortly as two months later, a few applied for USN and were accepted. Now they are back in, with no change in status except for a small loss in numbers.

This makes the rest of us, who stuck by the Navy, feel as though we were penalized. What did we gain by forfeiting our bonus? Also, why doesn't the discharge from the Naval Reserve prior to accepting a commission in the Regular Navy meet the specifications?

It appears that the above is similar to the ease of Reserve officers, lieutenants and below in rank, receiving \$300 mustering-out pay upon discharge from the Naval Reserve, and then becoming regular USN.—E. F. V., LCDR, USN.

• Eligibility of officers of Class A-V (N),—later A-1—USNR, to receive the

lump-sum payment of \$500 per annum was covered in BuPers Circ. Ltr. 251-43 (AS & SL, 31 Dec 1943). This circular letter quoted Section 12 of the Naval Aviation Cadet Act of 1942, as amended and approved, effective 4 Aug 1942.

The primary purpose of the bonus was to provide the officers concerned with a financial stake to tide them over the period of readjustment to civil life. In addition, it was to help defray the expenses of completing their education, which had been interrupted by their naval service. The Report of Hearings before the congressional committee which reported this bill indicates clearly the intent of Congress that only those eligible officers would receive the bonus who did not apply for commissions in the Regular Navy, or who applied but were not selected.

One of the outgrowths of World War II was the "Transfer Program" which enabled certain Reserve and temporary officers to obtain permanent commissions in the Regular Navy. That a particular Reserve officer, after release from active duty, and after receiving his bonus money pursuant to the Naval Aviation Cadet Act of 1942, might later request and be selected for duty in a permanent USN status pursuant to the so-called "Transfer Act" could not be predicted. Such action was entirely within his prerogative.

Those officers who applied for and accepted permanent USN commissions while on active duty were not, in fact, released from active duty, but were merely transferred from a Reserve to a Regular status. By the act of accepting commissions in the Regular Navy, they automatically vacated their commissions in the Naval Reserve.

Among others, the following were not entitled to \$300 MOP:

Officers receiving pay of the fourth pay period and above at time of discharge or release.

Naval Reserve officers, class A-V (N), who were entitled to lump sum payment at time of release.—Ed.

Competence in QM-SM Rates

SIR: The ship I am aboard has a common existing situation which I know exists on many other ships; the age old QM-SM problem.

We have two bridges—the navigation bridge and the flying bridge (signal bridge). When operating we are compelled to maintain two watches—quartermaster and signalman. We do not and have not had enough men to successfully rotate QM and SM watches which would qualify a man for both visual communication and navigation and which I am sure was the purpose of BuPers in establishing one rating—quartermaster.

The result on several ships is this:



LANDING SHIP, DOCK (LSD)—Ships of this type could carry as many as 20 LCM(3)s.

Quartermasters know nothing of satisfactory operating with visual communications—and signalmen, not working at the task of quartermaster and having the course book alone, do not begin to qualify in accordance with the examination for advancement in rating.

Upon investigation, I find quartermasters pass the exam without any visual operating exam. The operating grade is simply entered, passing or above whereas signalmen fail from lack of practical experience in quartermaster duties.

(1) Is there a shortage of such personnel throughout the Navy?

(2) Is there any specific directive which would help this existing condition?—C. W. N., QM3, USN.

• If there are today quartermasters who have slipped through their practical factors without the proper skills, they will probably regret it when they come up for their next service-wide examination for advancement in rate.

Competitive service-wide exams were given for advancement to non-CPO petty officer pay grades for the first time in July of this year (See ALL HANDS, March 1950, p. 42-43).

With the new exam set-up, all men in the Navy who are recommended for, say, quartermaster second class, must pass the identical written test. The test covers all of the requirements for quartermaster second, both those relating to navigation and those relating to signaling.

Those who complete the test with the highest scores will get first crack at billets which open up for quartermaster seconds.

(1) There is an oversupply of chief quartermasters and an undersupply of QM1, QM2 and QM3.

(2) The directives you want are BuPers Circ. Ltr. 12-50 (NDB, 31 Jan 1950) and NavPers Form 624. They both require completion of the practical factors prior to recommendation for advancement.—ED.

No Wave Boatswain's Mates

SIR: I'm a boatswain's mate assigned to an aviation unit as seaman instructor and am frequently in argument with the airdales at chow time. The hot dispute this week is that they say the Navy had Wave "boatswain's mates" during World War II, and I can't convince them otherwise.—R. M. H., BM2, USN.

• You are absolutely, infallibly and indeniably correct — 100 per cent, that is—and don't let them chide you about your rating. There were no Wave boatswain's mates during World War II. Some Coast Guard Spars held that rating and were assigned mainly to barracks master-at-arms duties.—ED.



USS NORTH CAROLINA, an old cruiser, had her name changed to USS Charlotte in 1920.

Cruiser North Carolina

SIR: A friend of mine, who was in the Navy during and after World War I, states he served in the cruiser USS North Carolina. He appreciated the fact that in the present-day Navy that battleships are named after states, but maintains that this North Carolina was a cruiser and member of an outfit known as the Big Four. Can you furnish any information on this?—R. S. J., QM1, USN.

• Your friend is correct. The Navy at one time did have a cruiser named USS North Carolina. Her name was changed to USS Charlotte (CA 12) on 7 June 1920.—ED.

Hashmarks, Promotions and BAQ

SIR: I enlisted in the Navy in 1944 and was discharged in 1946 as shipfitter second class. I went into the Naval Reserve on the day I got out of the Navy. Since then—on 31 May 1950—I came back into the Regular Navy as ME3. On 25 July I had six years for pay purposes, including the time I was in the Reserve. I would like to know—

(1) Can I wear a hashmark?

(2) How long will it be before I'm eligible for promotion to ME2?

(3) Am I entitled to \$45 per month quarters allowance while at sea?—J. H. S., ME3, USN.

• (1) You are entitled to wear a hashmark for your Naval Reserve service. See Art. 9-80(a), U.S. Naval Uniform Regulations.

(2) Unless you were on full active duty and reimbursed from a Regular Navy appropriation during your Reserve service, you will not become eligible for advancement before 15 Apr 1951. See Par. 3(a) of enclosure (A) to BuPers Circ. Ltr. 12-50. This can be found in the Navy Department Bulletin of 30 Jan 1950.

(3) The answer to this question depends upon whether or not you have dependents. Basic allowance for quarters is not paid to any member of the uniformed forces who has no dependents, while on sea duty. If you have dependents you will become eligible for basic allowance for quarters upon completion of seven years of service or upon advancement to pay grade E-5, whichever occurs first.—ED.

Wearing of Merchant Marine Ribbons

SIR: In June 1944 I was sworn into the Merchant Marine Reserves, U.S. Naval Reserve, as a cadet midshipman. Between December 1944 and June 1945 I was assigned to SS Santa Leonor, which made three trips between New York and England and France. For service in the Atlantic I was awarded the Merchant Marine Atlantic War Zone Ribbon.

I am now serving in the local Organized Naval Reserve unit, and there is a drive for everyone to wear all his ribbons. My question is, am I entitled to wear the above-mentioned Merchant Marine ribbon on the Navy uniform, and am I entitled to any Navy zone ribbons?—S. T. O., LTJG, USNR.

• A member of the naval service may wear on his naval uniform any ribbons that he earned for service in the Merchant Marine during World War II. In regard to the second part of your question, we assume that you are referring to Navy area campaign medals. If all your wartime service was performed in the Merchant Marine, you are not eligible for these.—ED.

Sara's Blistered Bottom

SIR: Did the old USS Saratoga, which was sunk during the atomic bomb experiments at Bikini, ever have blisters or bulges installed along either or both sides of the ship's hull? If so, when were they removed?—L. M. K., Ch. Mach., USN.

• Sara was a battle cruiser with a "bulging" hull below the armor belt. When converted to an aircraft carrier, additional waterline width was necessary and was obtained by applying a "blister" on both sides above the original "bulge." Sometime in 1936-1937 a "blister" extending from the bottom of the ship to about the middle half deck was added on the starboard side only, to compensate for the weight of the island structure. Before adding the starboard blister, the means of compensating for the offside weight of the island was to carry excess liquid on the portside.

To the best knowledge of people who should know in the Bureau of Ships, the blisters and bulge were never removed.—ED.

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying *The Editor, All Hands Magazine*, Room 1809, Bureau of Personnel, Navy Department, Washington 25, D. C. four or more months in advance.

• *uss California* (BB44): A reunion dinner for officers who served in this ship during World War II will be held in New York City on 11 Nov 1950. Those planning to attend should write Rev. William J. Kenealy, Dean; Boston College Law School, 18 Tremont St., Boston, Mass.

• *Company 52-48, NTS Great Lakes*: All members of this company who are interested in a future reunion, with time and place still to be decided, should contact Jesse R. Graham, Air Force Supply, ComAir-Lant, FPO, Norfolk, Va.

• *uss ABSD-2*: The third annual reunion is scheduled for 14 Oct 1950. At the time this was written, the place was still to be selected—in New York or New Jersey. All who served aboard are eligible to attend. Those interested should contact Ray Ferrar, 1461 58th St., Brooklyn, N.Y.

• *uss Cobia* (SS 245): For information on future reunions, contact Joseph V. Campagna, West Milford, N.J. This submarine's "alumni" held a fourth annual reunion at Groton, Conn., this summer.

• *uss Idaho* (BB 42): The reunion originally scheduled for this year is postponed until June or July 1951. Chicago will be the place if sufficient people are in favor of it. For information, and to make suggestions as to time and place, contact David C. Graham, AM1, usN, 138 Niagara St., The Anchorage, Newport, R.I.

• *86th Seabees*: The third annual

reunion of this unit will be held on 28 Oct 1950 at the Cornish Arms Hotel, 23rd St. and 8th Ave., New York, N.Y. Contact Jack Davner, 498 New Lots Ave., Brooklyn, N.Y., for information and reservations.

• *uss Seminole* (AKA 104): All who served aboard this ship during 1946 and 1947 who are interested in a future reunion should get in touch with Lorez Reeves, Route 2, Laurel Hill, Fla. Time and place are still to be decided.

• *uss Sigourney* (DD 643): All former shipmates interested in a reunion in the near future should write Eugene R. Meigh, 2907 31st Ave., Astoria 2, L.I., New York.

• *uss Storm King* (AP 171): A reunion is planned for the near future for all former personnel of this ship. Those interested should write to Morris Lippiner, 148-08 Hillside Ave., Jamaica, N.Y.

• *uss Salt Lake City* (CA 25)—All former crew members interested in organizing a reunion for some time this year please contact R. C. Drust, YNC, usN, Box 14, NAS Glenview, Ill. Place and date will be selected by a majority vote of those who respond.

• *uss Plunkett* (DD 431)—All who are interested in arranging a reunion of this ship's personnel should write to William E. Baudry, 313 Third St., Upland, Pa.

• *uss LSM 79*—All former crew members interested in organizing a reunion for late autumn 1950 should contact Ashton Greene, Box 5096, Audubon Station, Baton Rouge, La. Place and exact date will be selected by a majority vote of those who respond.

Fleet Reservists Retained

SIR: Last December I put in my papers to be transferred to the Fleet Reserve. My date of transfer was set as 1 Sept 1950, and I was transferred to the Naval Air Station, Minneapolis, Minn., to finish up my time. I have made many plans for settling in this locality, including the investment of most of my savings. Now I hear that a law has been passed freezing all men in uniform for a period of one year, regardless of expiration of enlistment.

Can you tell me if this law will affect me, since my papers have been in since December, and I have been processed for release on 1 September. It was stated that no retired personnel were needed. Would I be classed as retired? If I am retained for another year, would I be permitted to remain at my present

station or would I be subject to transfer elsewhere?—A.M., ADC, usN.

• *Personnel are retired only after 30 years service, as distinguished from transfer to the Fleet Reserve after 20 years of service.* *Alnav 73-50 states, in parts "All men hereafter transferred to the Fleet Reserve or Fleet Marine Corps Reserve will be continued on active duty upon transfer. Retain such persons at present duty stations until ordered other duty by competent authority."* *This Alnav also states that upon the written request of the man, the authorization to transfer him to the Fleet Reserve may be returned to BuPers for cancellation and the man retain his Regular Navy status. To answer your questions specifically, you will be retained on active duty, and you will be subject to transfer.*—Ed.

Flight Pay for Photographers?

SIR: So far I've never seen any ruling that would prevent a photographer's mate (PH) from being assigned to flight duty, although such duty would normally be assigned to aviation photographer's mates (AF).

Is there any such regulation? If assigned to fly, could a PH serve, say, as an aviation observer or a flight crew member, if suitably experienced and qualified? Could he receive flight pay for it?

My question refers to emergency conditions. It's my guess that if necessary, anyone who could do the job might be assigned.—T. E. S., PHCA, usN.

• *A photographer's mate could be regularly assigned as a flight crew member and receive flight pay under the provisions of BuPers Circ. Ltr. 109-50 (NDB, 30 June 1950). Paragraph 5 points out that temporary flight orders may be issued to personnel whose primary duties require frequent and regular participation in aerial flights, which includes aviation ratings, strikers for aviation ratings, students required to take frequent flights, and "(d) Other ratings who are specifically assigned as regular members of flight crews, such as flight orderlies."* A PH would fall under the last category.

However, under emergency conditions involving only one or two flights, the man would not receive flight pay because he would not meet the requirement of "frequent and regular participation." There is no law that would prevent the Navy from ordering any of its personnel to participate in aerial flight as crew members if necessary.—Ed.

Rating Badges on Khaki Shirts

SIR: Due to the omission of the word "cotton" in Change 6 to U.S. Navy Uniform Regulations in speaking of CPOs' khaki shirts on which rating badges are required, the question has arisen as to whether the shirt rating badge must be worn on service dress khaki shirts made of tropical worsted or gabardine cloth. Is it the intent of this change to Uniform Regs to require rating badges to be worn not only on cotton khaki shirts but also on gabardine and tropical worsted shirts?

Also, would you please tell the chiefs the main reason for the wearing of rating badges on shirts?—H. E. W., YNC, usN.

• *In accordance with the Uniform Regulations as corrected by Change No. 6, rating badges are to be worn on all khaki shirts. The wearing of rating badges or khaki shirts was recommended by forces afloat and field activities as a desirable change so that there would be a visible indication of rating and specialty when the khaki coat is omitted.*—Ed.

Good News for Fleet Reservists

SIR: I am now in Class F-5 of the Fleet Reserve. My rating at time of transfer was CPO. In September 1947 I selected Option I as my choice of plans for drawing retainer pay. This made my retainer pay \$82.50 per month. By selecting Option II, I could have received \$107.25 monthly.

As there may be many of us class F-5 members who signed Option I it would be of interest to know if there is a possibility that we could be compensated for the additional monthly amount that we lost by not electing to receive Option II.—H. K. F., MEC, USNR.

• *Shucks, pardner, you didn't lose anything. You actually gained. As you say, you could have chosen Option 2 and draw \$107.25 as long as you lived. But you chose Option 1. Therefore, you expected to draw \$82.50 until 1957 and \$132 thereafter. But as a result of Career Compensation Act you began to draw \$132.30 on 1 Oct 1949—approximately eight years sooner than you originally expected to. Unless future legislation some day changes the picture, you will continue to draw that sum each month for the rest of your life.*—ED.

Letters in Packages

SIR: Is it a violation of postal regulations to include an official letter in a package? I am referring especially to cases where books, pamphlets and similar items are sent through the mail with a forwarding letter.—P. E. C., YNCA, USN.

• Yes. Where a letter is to accompany a package it should be put in an envelope and glued to the outside of the package. Both the letter and the package should carry postage or should be franked.—ED.



Combat Aircrew Insignia

Combat Aircrew Insignia

SIR: What is the latest word on wearing combat aircrewman insignia? I have been wearing mine since I first qualified for combat aircrewman. In the past two and a half years I have had no physical examination for aircrewman and have not been assigned as a member of a flight crew. Do I still rate wearing my insignia or do I have to take a physical and qualify as an aerial gunner?—N. J. D., AOC, USN.

• *Keep right on wearing it.*

Once an aircrewman qualifies to wear the combat aircrew insignia, he may continue to wear it throughout his naval career, unless the privilege is specifically taken away by the Chief of Naval Personnel.

Being qualified as a member of a flight crew, however, is something else again. Commanding officers have been directed to cancel a man's qualification as a combat aircrewman if he has not been assigned combat aircrew duties for three years.

This means that if you don't get flying duty pretty soon, you will have to requalify as an aircrewman in order to get aircrew duties once more.

But, in either case, you will be entitled to wear your combat aircrew insignia as long as you have a uniform. For complete information, see BuPers Circ. Ltr. 59-48 Corrected (NDB. 1 Apr 1948).—ED.

Once Disqualified, You're Out

SIR: I would like to find out if it is possible for a man who has been temperamentally disqualified from submarines to be requalified. If so, what would the procedure be? After serving three years in submarines, I was temperamentally disqualified in 1945. Can I submit a request to BuPers for review of this disqualification, or for requalification.—A. A. B., MMC, USN.

• *A man who has been declared temperamentally unfit or temperamentally disqualified for submarine duty is not eligible for return to submarine duty at any future date. Authority for this is Art. C-7608 (6) of the BuPers Manual and also BuPers Circ. Ltr. 97-48 (NDB, Cum Ed 1948).*—ED.

Involuntary Extensions

SIR: Some of the fellows on this ship say that Alnav 72-50 says that all involuntary extensions of enlistments made under the Alnav will end at one certain time. We think that each enlistment will be extended for one year from the time it ends. Which is right?—Radio Gang, USS Perkins (DDR 877).

• *You are. Alnav 72-50 (NDB, 1 Aug. 1950) provides for the involuntary extension for one year of all enlistments in the Regular Navy which would normally end between the dates 28 July 1950 and 9 July 1951. (See ALL HANDS, September 1950, p. 45.)*

If an enlistment is involuntarily extended in this fashion, the extension will end one year from the date of the termination of the old enlistment.

Here's something to keep in mind, however. If you see that you will be involuntarily extended, ask your disbursing officer whether it would be better for you to extend for a year voluntarily. In some cases, this may be the wiser thing to do.—ED.

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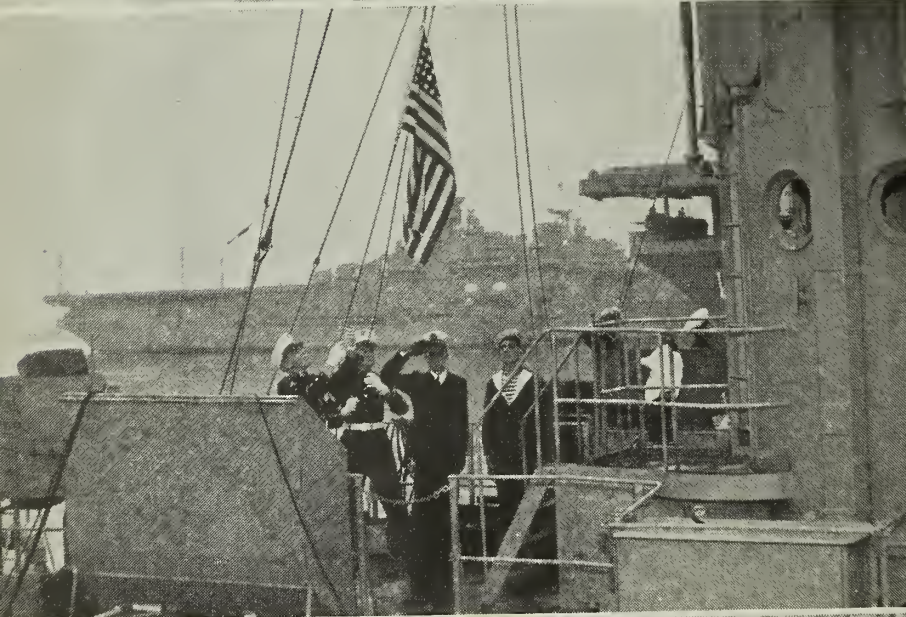
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TODAY'S NAVY

Steps Now Being Taken for Easier Co-operation Between the Navies of U.S., England and France

Greater standardization in many respects among the navies of England, Canada and the U.S. is expected to result from discussions and studies already held or now under way.

An early step in that direction was a discussion by a committee composed of a rear admiral from each of the three navies, with Rear Admiral Robert P. Briscoe, USN, representing the U.S. Navy. The outcome of this study was a report calling for staff discussions to determine common objectives. These discussions were planned to touch on 14 fields of naval warfare, on the level of operations, training and tactics, where standardization is expected to be practicable and beneficial.

Detailed studies of individual items were slated to follow the dis-

cussions just mentioned. The aim of these studies is to develop uniform designs and standards in arms, equipment and training methods wherever such standardization will improve or permit combined naval operations. All this is part of a broad standardization project involving all the armed services of the three countries.

Greater uniformity in methods and materiel is expected to make for easier cooperation between the three navies and to save effort and resources. These arrangements for cooperation will in no way impair the independence of the individual navies.

Marshall Becomes SecDefense

General of the Army George C. Marshall has become the nation's third Secretary of Defense, the first former military man to hold that post. He succeeds Louis Johnson who resigned after 18 months as SecDefense.

General Marshall, 69, brings to his new office a wide knowledge of military and political affairs gained through many years as a career officer in the Army and a year as Secretary of State.

He was Chief of Staff of the Army during all of World War II and was serving as President of the American Red Cross when called to his new job. A revision of the law was required to allow General Marshall to serve.

← The Navy in Pictures

FAMED LANDMARK is torn down in Pearl Harbor. The cage mast from USS *West Virginia* served as signal tower during World War II (top right). Top left: In Norfolk, lovely singing star Betty Harris autographs programs for crew members of USS *Coral Sea*. Left center: As U. S. Marines haul down 'Old Glory' on LSSL prior to transfer to French fleet, members of French crew salute. Bottom left: Reserve officer candidates are given instruction in seamanship aboard yawl USS *Saluda* at San Diego. Lower right: Exotic Dell-Fin Poaha, Miss Hawaii of 1950 poses in 20-mm. harness aboard LSI 867.

YESTERDAY'S NAVY



1942. U S Navy sank 28 Jap ships in Guadalcanal battle 12-15 Nov 1942.

RADM Bird flew over South Pole, dropped U S Flag 28 Nov 1929. Navy, Army and Air Force began WW II invasion of North Africa 7 Nov

NOVEMBER 1950

SUN	MON	TUE	WED	THU	FRI	SAT
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		



LUSCIOUS vocalist June Christie (second from left) chimes in with the Wave Trio at Coronado Amphib Base CPO club. R. L. Brown, QMC, accompanied.

Marines Learn from Cutaway

Marine non-com mechanics at the Marine Corps Air Station, Cherry Point, N.C., now know more about the workings of the J-42 *Turbo-Wasp* jet engine than they did before.

This doesn't mean that they were ignoramuses about the Marine F9F *Panther's* power plant before, but the point is they can now visualize the whole thing better. Here is the reason. For 30 days they were able to gaze at will upon—and into—a chrome plated J-42 *Turbo-Wasp* engine conveniently sliced open. Any time they wanted it to, the engine

would slowly perform, indicating the purpose and position of all its parts.

The mobile training unit containing the special engine is the property of the aircraft engine manufacturers who loaned it to the air station for the one-month period.

Clever These Navy Men

When William Hudgens, BMC, USN, Harbormaster Section, Fleet Activities, Yokosuka, Japan, and his crew were assigned the job of cleaning up a number of old Japanese anchor cables, the chief came up

with a revolutionary idea in anchor-cable-cleaning.

The mountain of old cable was heavily coated with rust and barnacles. It would have taken months to wire brush it by hand.

The chief and his crew began building a long trough. Then they counter-sunk short lengths of wire cable in the bottom and leaded them in. Next, the cables were bent up in U-shaped form with the ends roughed up.

The anchor cable was fastened to a truck, which dragged the chain back and forth through the trough. Hudgens watched with pleasure as the stiff wire bristles whisked off barnacles and rust.

In no time at all the task was completed.

To the Shores of Tripoli

The marines have come back to "the shores of Tripoli" but only to dedicate a plaque.

As drums rolled and bagpipes squealed, a smart detachment of the Marines came ashore once more at Derna, Cyrenaica, in North Africa, to dedicate a plaque at the site of the so-called "American Fort" in that town.

It was the storming and capture of this fort at the cost of two marine lives in 1805 that ended the sway of the marauding Barbary Pirates and which inspired the well-known words in the Marine Hymn.

The occasion of the unveiling of the plaque at Derna also marked the first visit of U. S. ships to that North African port since the days of the pirates. Representatives of four countries—Cyrenaica, Britain, France and the U. S.—were on hand for the ceremonies.

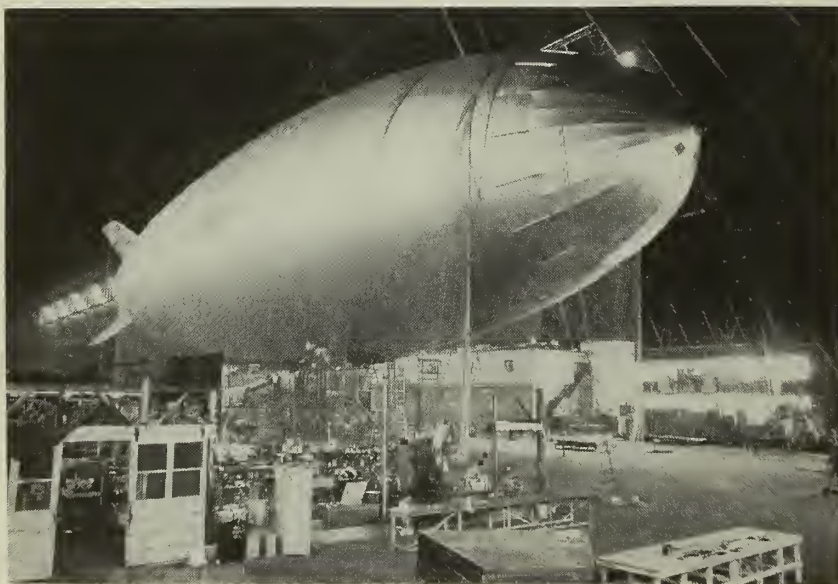
Sailors Battle Forest Fire

When the most destructive forest fire to hit California in a number of years began burning out the El Capitan Reservoir watershed near San Diego, foresters sent out a hurry-up call for Navy assistance.

The Navy responded immediately with 1,500 men and five fire trucks, which were sent into the fire lines.

For four days, the sailor smoke-eaters battled the flames in 12-hour shifts until the blaze had been brought under control.

Forestry officials praised the sailor-firemen, called them "well disciplined and hard-working men."



LARGEST non-rigid airship ever built, the Navy's new N-type antisubmarine blimp is held secure by huge net while its gondola is attached at Akron, Ohio.



ANTISUB WATCH is maintained by H. G. Gaul, AO3, USNR, of VP-661 during two weeks' training cruise.

Know-How and Spare Gear

When the control console of the operations tower at NAS Corpus Christi proved to be inadequate, ingenious station personnel went to work and built a new and better one.

Miscellaneous parts were collected from as far away as NAS New Orleans for the new console, which is the panel of instruments used by operations tower personnel to control air traffic on and off the field. Electrical installations in the console were made by J. D. Slagle, RMC;

F. X. Hayes, ETCA; R. C. Headley, ET3; W. R. Stanley, ET2; W. Y. Elliott, ET2; V. J. Case, ET2; M. C. Morgan, ET3; R. J. Vincent, SN; J. H. Juvenal, Jr., ET3; and W. H. Speer, ET3, all of the communications department. Installation of electronics gear was accomplished by W. Nash, ALC; M. V. Smith, AEC; A. C. Jeanguenat, ALC; G. Trombly, AE3; W. B. Smith, AL3, and P. T. O'Dowd, AN.

The newly installed console is unlike any other in the country, in that it was designed as a modified CAA console. It has three positions: "A" stand, for controlling visual approaches; "B" stand, for collecting flight data position, and "C" stand, for instrument approach control. Each position controls transmitters located in another building, and remote receivers on Demits Island. Emergency receivers and transmitters are installed in the control tower equipment room and are powered by an engine-driven generator.

Other men who had a hand in building the console are: G. B. Hensarling, AMC; V. R. Cook, AMC; R. W. King, AM2; E. F. Bryant, AM2; D. W. Harris, AM3; J. R. Cato, DC3; G. Seevers, AM2; C. H. Wibel, AM3; E. Henry, DC1; E. L. Gillispie, DC1; W. E. Richards, FN; and R. L. Oates, DC2. The construction was directed by CDR J. D. Adam, LCDR J. W. LeCompte and CHRELE Smith Perry.

All concerned were commended with a "well done."



MISS AMERICA of 1948, Bebe Shoppe (L) and Jean Johnson (R) tour LSI 867 with Jim Taylor, EM2, serving as escort.

Officer's Orders to BuPers

A new directive has been issued by the Chief of Naval Personnel regarding copies of officer's orders which are to be furnished BuPers.

In the interest of economy, BuPers has directed that only one copy of the following types of orders to officers—with all endorsements and modifications—be forwarded to BuPers by the officer himself, via his CO, upon arrival at final destination or upon completion of duty:

- Permanent change of duty.
- Temporary duty.
- Temporary additional duty orders issued by an activity other than BuPers.
- Transfers to, or from, treatment in medical department activities.
- Release orders.
- Retirement orders.
- Resignation orders.
- Initial orders to duty.

BuPers does not desire a copy of these types of orders to be forwarded from each endorsing activity, except when the endorsement modifies original orders. Neither does it desire a copy to be forwarded to each "Pers number" listed in the basic order.

When BuPers issues dispatch orders via an appropriate command, and that command transcribes this despatch into a written order, no copy need be sent BuPers at the time the order is written. The despatch



FLYING SAUCER had citizens of Alice, Texas in uproar. Personnel from NAS Corpus Christi proved it a hoax constructed from discarded airplane parts.



MEDALS OF HONOR were awarded the two Marines at left for capture of the giant Korean battle flag during U. S. attacks on river forts in June 1871.

Sailors and Marines Won Korean War 79 Years Ago

"U.S. Marines capture Korean battle flag," shouted glaring newspaper headlines. "Main Han River fort falls under assault of 651 sailors, 105 Marines."

Does the news item, despite its familiar aspects, have a note of strangeness about it? Is this the first you heard of U.S. Navymen on the Han River? Well, no wonder. This happened 79 years ago.

It was the year 1871. Trouble started when a friendly American trade mission was fired upon by Koreans as it steamed up the Han River. When 10 days passed without an apology, Admiral John Rodgers, who commanded the small

Asiatic Fleet of that time, ordered a retaliatory attack.

The sailors and Marines had no trouble capturing two forts on the river, but met a little resistance at the third. There was hand-to-hand combat before it was over, but the Americans came up the winners. Two Marines, Corporal Brown and Private Purvis, were the ones who actually captured the red-and-yellow battle flag. They were both awarded the Congressional Medal of Honor for their valorous accomplishment.

Casualties: Seven Americans wounded and three dead; 200 Korean dead.

that BuPers itself sent will be sufficient for Bureau records.

The directive—BuPers Circ. Ltr. 131-50 (NDB, 31 Aug 1950)—also states that in addition to the one copy of orders with all endorsements required by Article C-5407(4), BuPers Manual, the Bureau requires that the first activity to which a Reserve officer reports after successful completion of physical examination for active duty; for temporary duty; or for transportation prior to proceeding to his final duty station, shall forward promptly one copy of his orders with reporting endorsement to the Chief of Naval Personnel (Attn: Pers B1312a).

Activities to which a Reserve officer reports for final duty have been requested to promptly forward a copy of his orders, bearing all endorsements, to the Chief of Naval Personnel.

When orders that are issued by a district commandant or other commands in the field (1) assign a Reserve officer to active duty under a blanket authority, or (2) prescribe a permanent change of station for either Reserve or Regular officer on active duty, a copy must be sent to BuPers immediately in addition to the copy with all endorsements required by Article C-5407(4), BuPers Manual.

Radar to the Rescue

Accurate radar readings on a Navy *Skyraider* search plane saved a lost and straying aircraft during night anti-submarine warfare exercises from USS *Saipan* (CVL 48).

With all radio communications and lights out during an electrical power failure, a TBM-3S *Avenger* lost contact with the four other planes of the exercise and strayed away in the opposite direction.

Hearing *Saipan* make several unanswered calls for the *Avenger*, Lieutenant Commander M. D. McDonald, usn, pilot of the *Skyraider*, began a radar search and finally picked up the lost aircraft on the radar scope.

In a chase that covered 60 miles, the *Skyraider* caught up to the other plane and by signalling with its lights, led the way back to the carrier through bad weather.

The *Skyraider* landed on the carrier just in the nick of time. It was found that the big-bellied radar plane had only enough gasoline left for one or two landing approaches without a wave-off.

The *Skyraider's* pilot and its crew, D. L. Ryan, AT3, usn, and C. E. Reedy, ATAN, usn, were credited with saving the lost *Avenger* and its pilot and two crewmen.

Yeomen vs. Personnel Man

Quite a lot of discussion has rattled around the personnel man rating since it was created, and around the difference between it and the yeoman rating. The people in BuPers who know all about such things have written up a pretty thorough discussion of the matter. Portions of it are quoted or paraphrased here for your information.

"Many things had to be done," the discussion begins, "and many are still to be done, to improve personnel management in the Navy. Not the least of these was the establishment of an enlisted rating providing a career pattern for individuals selected and trained in personnel administrative procedures.

"There are many reasons for a rating which is primarily concerned with personnel administration in the Navy. One which is of considerable importance and is often overlooked is the enlisted service record. Daily work within the Bureau of Naval Personnel involves considerable use of this document, as does personnel ad-

ministrative work aboard ships and stations. And a very important document it is. The present state of a large percentage of these records is far below naval standards. In this connection it is just as important to have skilled personnel administrators handling personnel matters as to have skilled engineers in the machinery spaces aboard ship. The comparison could be carried on into the need of having skilled fire controlmen maintaining and operating gun fire control systems, or competent hospital corpsmen in the sick bay.

"The PN rating was established on 2 Apr 1948 because it was considered that the YN rating was too broad and too inclusive. It was felt that personnel could not be expected normally to be acquainted with the many personnel administrative details required as well as to serve as general naval administrative assistants. To divide the work and to differentiate between *personnel* administrative assistants and *general* administrative assistants, the PN rating was established.

"The Manual of Qualifications for Advancement in Rating lists practical factors required for advancement in all ratings. When the practical factors for yeomen and personnel men are briefly scanned, they seem to be similar. The similarity, when it exists, is limited to the *type* of qualification and does not continue in the *scope* demanded. When the required practical factors are considered in detail, two outstanding facts become apparent: The PN in the lower pay grades must be well versed in personnel administration not usually demanded of the YN in the higher pay grades. Yeomen must know general administrative functions to a much higher degree than PN's. It is the differences which exist between these ratings which are important. Many occupations have similarities. It is their differences which make them distinctive.

"In examination subjects, of the 59 individual items pertaining to general service only, the YN and PN ratings coincide 'across the board' in only three instances. In eight other items YN and PN are involved, but the YN rating only at pay grades 7 and 6. In three other items both YN and PN are involved at various pay grade levels (typing). Under examination subjects there are 23 items in which only the YN rating is involved and 22 in which only the PN rating



CURVILINEAR mermaids on interior of the escape training tank are made more alluring by CPO's artful retouching during tank's annual overhaul.

Mermaid Murals Greet Submarine Trainees

Curvaceous "Suzie" and "Oozie," mermaids with a fond place in the hearts of submariners, are all the more alluring these days.

Adorning the inside of the Navy's escape training tank at New London, Conn., "Suzie" and "Oozie" are mermaid murals. Today their smooth lines are smoother and their pale cheeks have more color, all from a chief petty officer's retouching brush.

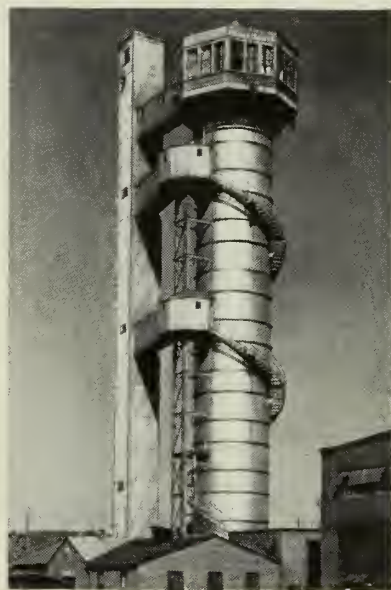
The retouching is part of the tank's annual overhaul job, which this year closely coincides with its 20th anniversary. Constructed in 1930, the tank is used for instructing submarine trainees in methods of emergency escape from a bot-tomed submarine.

Before 1930 the Navy had tried escape apparatus testing in the warm waters off the Florida coast, but that location was made unsuitable by sharks, barracudas, currents and tides. The apparatus under test was the "Momsen lung," devised by the then Lieutenant Charles B. Momsen, usn. Today Rear Admiral Momsen is head of the Navy's Undersea Warfare Division in the Office of the Chief of Naval Operations.

The 15 instructors do the annual overhaul, brushing the inside free of

marine growth and rust and applying a bright coat of aluminum paint. The tank's maze of piping, valves, filters, pumps and heaters also are gone over.

Once again fresh and bright, "Suzie" and "Oozie" are ready to greet the new class of trainees.



TEST TOWER is used for the instruction of submarine trainees in various methods of emergency escape.



VACATIONING in Hawaii, CDR Arthur Godfrey, USNR, takes over controls of picket boat under the approving eye of coxswain M. Dunkelbeger, BM1.

is involved. There are two big jobs to be done by these ratings. One is the administration of naval manpower; the other the general administration of the Navy, ashore and afloat.

"This," the paper continues, "does not mean that two people must always be on hand to accomplish these two jobs. For economical reasons or other reasons it is often necessary to perform these two functions with one individual. The same holds true for many others, such as storekeeper acting as SK and DK, or a boatswain's

mate acting as a BM and DC. These combinations are found of necessity on most small ships where only a limited number of personnel can be housed. The work must be done."

Here is something which will interest all personnel men and yeomen: At last count the number of people in the personnel man rating, including strikers, was approximately one-third the number of yeomen. At the time this was written, the personnel man rating as a whole, including strikers, was only 76.5 of allowance, while the yeoman rating stood at 101 per cent.

At the same time, the paper points out, the number of people in the personnel man rating now exceeds that in any one of 30 or more other general service ratings. The number of PN's exceeds that of DKs or of any one construction rating or of any one of the following: IM, OM, FT, FC, DT, TE, PH, PI or LI, among others. The PN rating ranks, numerically, in the upper half of all general service ratings.

The essay or exposition being quoted and discussed here concludes by taking an over-all look at the personnel man rating as a rating. "In short," it states, "personnel in the rating cannot be judged fairly on performance to date. They are, in many respects, still 'jacks of all trades, masters of none,' or 'masters of one only,' as a result of the war and early postwar period. They, as in the case of many other ratings,

have not received the rounded training and experience that more time will provide. After all, before the war a man did not reach his peak until he had served some 12 or 14 years in his rating. Only experience and training will accomplish the goal.

"The PN rating opens an avenue for persons interested in working with people; the YN rating is a field for general administration personnel. The Navy has need for both."

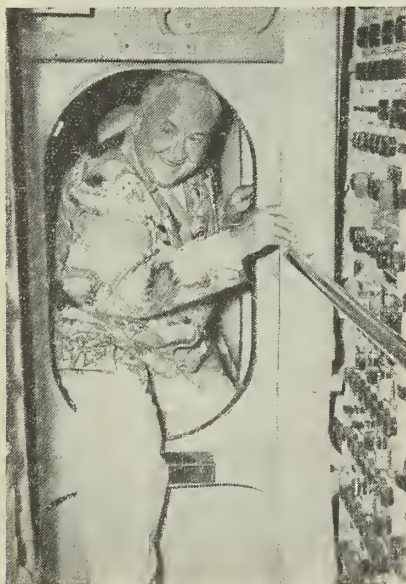
T. I. Back on Active Duty

The Navy's big 380-acre base at Treasure Island, Calif., is being readied to handle the increased flow of men to the Pacific.

Well known to sailors during World War II as the primary jump-off point for those bound for Pacific ships, Treasure Island expects to play another major role in the present Pacific build-up.

The Treasure Island barracks, along with barracks at the receiving station on nearby Yerba Buena Island (often called "Goat Island"), will be used to house 20,000 blue-jackets who will man ships taken out of mothballs.

Salt air, wear and tear and a fire in 1946 have taken their toll of Treasure Island's buildings. No new buildings have been constructed since the war. Now nearly \$500,000 has been authorized to put many of T.I.'s barracks and other facilities back into shape for the base's new job.



OPERA STAR Lauritz Melchior, visiting the submarine USS Greenfish (SS 351), finds the hatches a little snug.



RENOVATION of old buildings on TI has been started to accommodate the influx of additional naval personnel.

LantFlt Softball Champs

For the third consecutive season the PhibsLant softball team has won the Atlantic Fleet championship.

The 105th Seabees, champs of PhibsLant, represented the command in higher level competition. This team was augmented with players from other units of PhibsLant. In a series of hard-fought games, they polished off DesLant, ServLant and AirLant to capture the title.

The Atlantic Fleet Softball Championship Trophy was presented to the team by a representative of Commander Service Force, U.S. Atlantic Fleet.

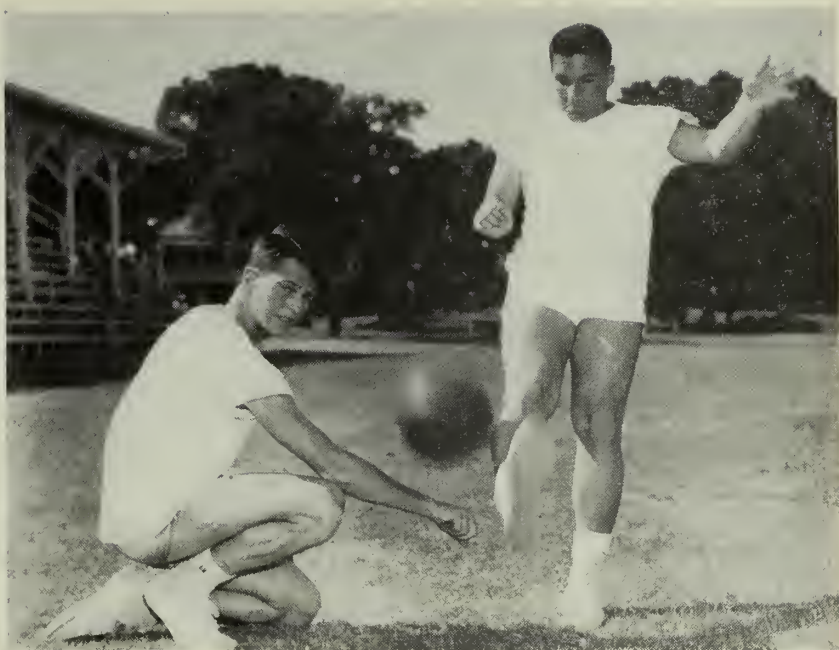
Navy Leads in Bond Buying

The Navy Department leads all government agencies in the percentage of civilian employees buying savings bonds through the payroll savings plan. Exactly 65.2 per cent of all the Navy's civilian personnel are participating in the plan. Closest competition is from the Treasury Department, with 60 per cent participation.

Of the 268,003 Navy civilian employees on 31 July 1950, a total of 174,803 were buying bonds through payroll deductions. One activity, the Stockton, Calif., Annex of the Naval Supply Center, Oakland, Calif., reports 100 per cent participation of civilian employees in the plan. The Naval Ammunition Depot, Crane, Ind., reports 99.4 per cent



BIG SALMON were boated by LT Stanton Ware, USNR, during his first fishing trip on waters of Puget Sound.



FOOTBALL PRACTICE is held in the heat at NAS Pensacola by NROTC midshipmen C. A. Nalen (L) and R. S. McNeil during 1950 summer training cruise.

participation. Highest percentage of entire naval district participation is reported by the 14th Naval District, with 82.4 per cent. As a group, the naval shipyards lead all other naval activities, boasting 93.3 per cent participation.

Navy Tops Inter-Service League

The Hawaiian Armed Forces Baseball League has completed its first season of play, with a Navy team—NAS Barber's Point—winning the championship.

This was the first year that an inter-service league has been organized in the Hawaiian area. Previously each service organized its own league, with an inter-service playoff being held at the end of the season. This year 11 Navy, Army and Air Force teams formed a league and battled for the championship in four rounds of play.

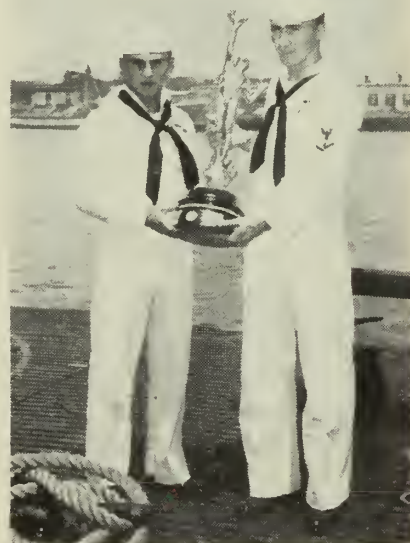
At the end of the first round the record showed that SubPac's All-Navy champs were leading the way. Army held down a tight second place, with their top entry from Fort Shafter dropping only one game. Barber's Point was in a shaky third slot.

Moving into the second round, Barber's Point pushed their way to the front and knocked off the leading SubPac club. At the same time, three teams were deadlocked for second place with SubPac, Fort

Shafter and Hickam Air Force winning eight games apiece.

During the third round of play Barber's Point hung onto their lead while SubPac took undisputed possession of second place. Hotly contested games provided many upsets. The ComServPac Navy team toppled the leaders 9-1, while 9th place Pearl Harbor Naval Base trounced 2nd place SubPac twice.

On Armed Forces Day an all-star



IRON MAN trophy for general excellence in athletics was awarded crew of submarine USS Sea Fox (SS 402).



SWIMMIN' WITH WIMMEN in Alaska, yet! During warm spell sailors from NOB Kodiak and their dates frolicked in the not-too-cold Alaskan Gulf surf.

team was picked from the league, and soundly trounced the civilian Hawaiian All-Stars at Honolulu Stadium.

When the league moved into the final round of play the question of which team would take the title was still very much in doubt. A neck-and-neck race developed between Fort Shafter, Barber's Point and SubPac. With only three games left to play the issue was still unsettled, and ardent rooters began to look haggard from excitement. However, the booming bats of the Barber's Point nine soon pushed them out front.

The league proved to be one of the best that has ever been conducted in the Islands, and spectator interest ran high. Both military and civilians flocked to the various service diamonds to track their favorite team throughout the season. The nip and tuck battles staged by the 11 squads gave no team security, and time after time the leaders were bowled over by cellar squads.

The Hawaiian Armed Forces Athletic Council has announced that in the future baseball, basketball and football will be organized on a tri-service level. Other sports will be conducted by the respective services.

The Hawaiian Area is getting set for the basketball season, where teams from the three services will again compete in a league similar to the baseball league.—Paul E. Shorter, JO3, USN.

New Softball Field at Charleston

Sailor softballers at the Naval Base, Charleston, S.C., are now playing under arc lights.

A new softball field was constructed on the base, complete with class A lighting for night games. Construction work on the field was done by station personnel. The field was built up and resodded, and a six-foot fence built around it out of scrap lumber. Portable aluminum bleachers were constructed, and batteries of



WINDING UP for first pitch on the new softball field at Charleston Naval Base is RADM R. W. Hayler, USN.

powerful arc lights were mounted on high poles around the field.

In a dedication ceremony the field was named Henry H. Cochran Field in honor of a Charleston sailor who lost his life on board *uss De Haven* (DD 469) on 1 Feb 1943, when that vessel was sunk off Savo Island.

With all work being done by station personnel the field cost only \$3,500, most of which went for transformers, poles and lights.

Sailors in Swim Meet

When units of the Sixth Fleet visited the Republic of Lebanon—the small nation that lies along the eastern end of the Mediterranean Sea—sailors from *uss Salem* (CA 139) and *uss Benner* (DDR 807) matched their skill against Lebanese swimmers in a swimming meet.

In the Bain Francaise pool, located in Beirut, main seaport of Lebanon, American and Lebanese swimmers splashed through six events, with the local talent topping the sailors in most events. In the 100-meter freestyle, *Salem* sailors J. W. Gooch, SN, usn, and J. H. Allen, TEC, usn, placed second and third behind a Lebanese swimmer who stroked off the distance in 1:05. The Navy entrant in the 66-meter backstroke was a bit outclassed and finished last.

Lebanese "butterfly" breast stroke out-distanced R. H. Novotarski, SA, usn, in the 100-meter event, but in the final race, the freestyle relay, Navy swimmers came into their own. Gooch got off to a fast start and Allen, Ensign H. J. Donahue, H. A. Parmenter, PFC, usmc, and Ensign Childs swam stroke for stroke with their Lebanese competitors. The race seemed to end in a dead heat, but the judges disqualified a Lebanese swimmer on the last lap for an illegal turn.

A novelty 66-meter egg race followed this event. Each contestant in the water was given an egg and spoon. The race was full of excitement and laughs as one contestant after another dropped the egg or lost his spoon.

Following the racing, an impromptu game of water polo was held. The game proved to be rough and full of thrills with the Lebanese team finally winning, four goals to two. After the meet the Navy swimmers got together with their opponents for sandwiches and refreshments.—John H. Allen, TEC, usn.

NTC Wins Baseball Crown

The 11th Naval District Baseball Championship for 1950 has been won by the Naval Training Center, San Diego, Calif.

Starting out slow, the NTC Bluejackets ended the first half of league play in second place, with a 14-7 record. But in the second half they hit their stride, racking up a 15-3 record to win in a breeze.

In a best-of-three series for the Major League crown against the El Toro Marines, first-half winners, the Bluejackets rapped the Marines 6-3 and 7-3. Then they grabbed off the district flag by blasting NAS Miramar, winners of the Minor League, 9-2 and 17-11.

Prior to the regular season the Bluejackets established a 19-16 record against such teams as UCLA, Fresno Cardinals and San Diego State College.

New Subase Theater at Pearl

The newest Navy movie theater in the Pacific area has opened its doors at the U. S. Naval Submarine Base, Pearl Harbor, T. H. The new movie house replaces a former cinema that burned down in 1948.

More than 400 persons—Navy men and their wives and families and friends—attended the premiere in the modern, fireproof, ventilated theater. At that, the spacious theater could have accommodated 300 more in its roomy insides.

Movie-goers get a new bill of fare each night plus a double feature every other weekend. With this varied program, the new theater is drawing not only Navy men from all the Pearl Harbor activities but personnel of the other Armed Forces as well.

Lady Doctor Goes to Sea

The Navy's first sea-going woman doctor is on duty in the Far East, on board the hospital ship *USS Consolation* (AH 15).

Lieutenant Commander Bernice R. Walters, MC, USNR, is medical officer in charge of "S.O.Q."—sick officers' quarters—on the hospital ship.

Formerly stationed at the naval hospital in Pensacola, Fla., she reported on board just before *Consolation* left for the Far East.

Thirty-one woman doctors are on duty with the Navy, three of them holding Regular Navy commissions and the rest Naval Reserve.

SIDELINE STRATEGY

Someone asked how many different sports sailors are participating in. A check of ALL HANDS' files reveals that reports of Navy men taking part in 31 different sports have been received. Included in this figure were skeet-shooting, eurling, sailing, rowing, gymnastics, water polo, skating, table tennis, billiards and ericket.

★ ★ ★

Reports of some sensational pitching by a sailor at NTC Great Lakes, Ill., have been coming in. In the Illinois State Semi-Pro tournament, Richard A. Kerr, ETSA, USN, was on the mound for Great Lakes. The opposition batters spent the afternoon creating a breeze around home plate, and little else. Kerr chalked up his first no-hit, no-run game. Several weeks later Kerr again donned his cloak of invincibility and racked up his second no-hit, no-run game by a score of 1-0. To add the final touch, he scored the winning run himself.

★ ★ ★

A lesson in managerial tactics was demonstrated at NAAS Saufley Field, Pensacola, Fla. E. E. Graham, AN, USN, the Saufley Field pitcher, was not doing so well. He walked the first three men he faced and allowed one run to score on a wild pitch.

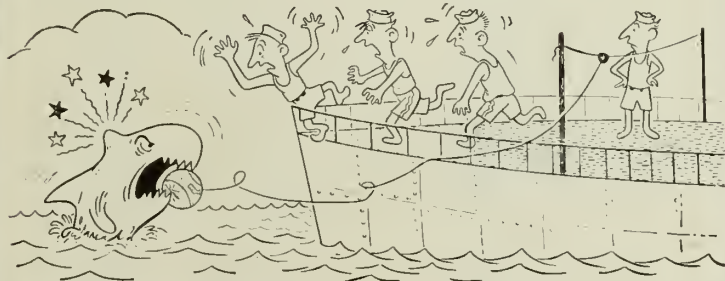
Out of the dugout came the Saufley Field coach, Chief Reiss, a former member of the 1948 NAS Alameda All-Navy

champs. He stomped out to the mound, whispered a few words in Graham's ear, and returned to the dugout. Graham struck out the next three men, went on to pitch a 2-hit game. His teammates went wild at the plate, blasting across 23 runs. Graham won his game 23-1.

What were the words that worked such wonders? Graham had been married just three weeks prior to the game, and his wife was in Memphis. He had the duty the coming weekend, and pay day was a long way off. Chief Reiss' comment at the mound: "I've got your approved liberty chit in one pocket, and a cash loan in the other. Are you going to pitch, kid?"

★ ★ ★

Commander E. M. Waller, USNR, has dreamed up a way to play volleyball on board ship and not lose the ball over the side. His rig consists of a regulation volleyball to which has been sewn a leather tab. A nylon cord is fastened to this tab, the other end being attached to a metal ring. Instead of a net, a single line is stretched across the court at the height the top of the net would normally reach. The metal ring slides along this line, allowing the ball to be slapped sideways as well as across the "net." The rig has been tested on board ship, and players say it works fine.—Earl Smith, JOC, USN, ALL HANDS Sports Editor.



THE BULLETIN BOARD

Latest Information on How You Stand on the Shore Duty Eligibility List

Your relative position on the Shore Duty Eligibility List, in comparison with the status of the top man, can be figured out from the following table.

Every six months ALL HANDS publishes this information, revised to the latest possible time. In this case, the revision was made 1 Sept 1950.

The table shows the date on which the top man in each rate began continuous sea service. By comparing it with the date on which you began sea duty, you can obtain a rough idea of where you stand on the list.

Applicants for shore duty are placed on the SDEL on the basis of length of continuous sea duty, the man with the longest being the top man.

You should keep in mind, however, that this tabulation is only a general guide. Also, the following categories of men are not included:

- Discharged, with no information in BuPers on reenlistment.
- Hospitalized.
- Presently ashore for duty of less than one year's duration.
- Serving for less than one year west of Hawaii on other than rotated



"Jack has a dual personality. Paydays he's fun, but the rest of the time he isn't."

ships, and without dependents at duty stations.

- Serving outside continental USA with dependents at duty stations.
- Less than six months on board since returning from a naval school.
- Undergoing instruction at a naval school on a returnable or non-returnable quota.
- At receiving station when request was submitted and no information on present location.
- Being held by BuPers for

screening of jackets pending assignment.

- Less than six months on board newly constructed vessels.

For your own benefit, you should keep the Bureau of Naval Personnel informed at all times of changes in your status. Change of address, change or advancement in rating since submitting the original request for shore duty, change of choices for shore duty—all these are important for BuPers to know. The address is: Chief of Naval Personnel (Attn: Pers B211k), Navy Department, Washington 25, D.C.

Because of the present situation, transfers of enlisted personnel to a normal tour of shore duty are being temporarily held up. Personnel newly requesting shore duty will be placed on the SDEL with those currently on the list, for consideration in the future when transfers to shore duty are again resumed.

The next tabulation will appear in the April 1951 issue of ALL HANDS. To consult the official directive on sea-shore rotation policies, see BuPers Circ. Ltr. 36-50 (NDB, 15 Mar 1950).

I.		II.		I.		II.	
Top man on SDEL requesting shore duty at specific place began continuous sea duty:		Top man on SDEL requesting shore duty "Anywhere in U.S." began continuous sea duty:		Top man on SDEL requesting shore duty at specific place began continuous sea duty:		Top man on SDEL requesting shore duty "Anywhere in U.S." began continuous sea duty:	
BMC	10 Oct 1932	5 Oct 1932	GMC	2 Mar 1932	30 Jul 1933		
BM1	11 Oct 1937	5 Aug 1935	GM1	19 Aug 1938	5 Sept 1940		
BM2	4 Jun 1940	9 Oct 1940	GM2	7 Dec 1940	29 Nov 1940		
BM3	18 Jan 1941	20 Nov 1940	GM3	8 Oct 1940	3 May 1941		
QMC	14 Apr 1931	8 Jan 1939	MNC	18 Dec 1946	10 Jun 1947		
QM1	14 Apr 1937	24 Jun 1941	MN1	.....	20 Jul 1948		
QM2	27 Dec 1941	12 Dec 1942	MN2	.....	.....
QM3	9 Oct 1940	6 Mar 1942	MN3	.....	.....
RDC	5 Mar 1942	.....	FCC	29 Oct 1940	20 Jul 1932		
RD1	15 Dec 1941	12 Nov 1940	FC1	1 Oct 1940	5 Mar 1942		
RD2	27 May 1943	24 Sep 1945	FC2	25 Jan 1943	17 Jan 1942		
RD3	20 Feb 1946	14 Dec 1945	FC3	19 Jul 1946	14 Jul 1943		
SOC	27 Oct 1943	.....	FTC	12 Oct 1948	29 Jul 1939		
SO1	.....	14 Jul 1946	FT1	.....	23 Jan 1948		
SO2	4 Mar 1946	11 Nov 1943	FT2	.....	.....
SO3	16 Sep 1945	9 Jun 1942	FT3	.....	.....
TMC	18 Sep 1936	31 Aug 1938	ETC	21 Feb 1941	23 Jan 1948		
TM1	5 Sep 1940	17 Mar 1941	ET1	31 Aug 1942	28 Nov 1940		
TM2	21 Feb 1939	28 May 1943	ET2	22 Feb 1947	19 Jul 1945		
TM3	28 Nov 1942	25 Sep 1942	ET3	21 Nov 1946	20 Jun 1946		

I.		II.		I.		II.	
Top man on SDEL requesting shore duty at specific place began continuous sea duty:		Top man on SDEL requesting shore duty "Anywhere in U.S." began continuous sea duty:		Top man on SDEL requesting shore duty at specific place began continuous sea duty:		Top man on SDEL requesting shore duty "Anywhere in U.S." began continuous sea duty:	
CMC	19 May 1947	9 Mar 1940	AB1	7 Sep 1940	18 May 1945		
CM1	.....	18 Jul 1942	AB2	18 May 1946	24 Jan 1945		
CM2	2 Mar 1944	.....	AB3	3 Nov 1946	4 Jul 1945		
CM3	11 May 1947	2 Feb 1945	AEC	31 May 1940	29 Oct 1944		
BUC	.....	.....	AE1	14 Nov 1942	20 Oct 1940		
BU1	11 Apr 1942	20 Oct 1940	AE2	27 May 1947	30 Aug 1943		
BU2	1 Apr 1946	21 Dec 1944	AE3	22 Nov 1946	20 Jun 1947		
BU3	.....	20 Jan 1947	AMC	14 Sep 1946	3 Jun 1941		
SWC	6 Apr 1938	3 Jan 1937	AM1	20 Apr 1942	1 May 1944		
SW1	22 Dec 1946	.....	AM2	28 Sep 1942	25 Nov 1941		
SW2	.....	17 Feb 1947	AM3	13 Jul 1944	5 Nov 1947		
SW3	16 Jan 1947	8 Mar 1947	PRC	24 Aug 1944	17 Apr 1947		
UTC	1 Feb 1936	24 Feb 1936	PR1	5 Nov 1940	22 Oct 1942		
UT1	.....	10 Apr 1943	PR2	8 May 1946	10 Jun 1947		
UT2	.....	.....	PR3	30 Mar 1943	2 Jan 1947		
UT3	.....	17 Feb 1947	AGC	.....	.....
CN	12 Nov 1946	.....	AG1	.....	.....
ADC	5 Nov 1929	5 Jan 1942	AG2	.....	.....
AD1	7 Jul 1936	25 Feb 1945	AG3	.....	.....
AD2	4 Mar 1942	13 Dec 1941	AKC	26 Sep 1941	30 Apr 1948		
AD3	13 Jul 1942	12 Jul 1946	AK1	7 Mar 1943	.....	
ATC	12 Mar 1948	.....	AK2	7 Feb 1947	10 May 1943		
AT1	28 Jun 1947	.....	AK3	24 Sep 1942	29 May 1946		
AT2	16 Jan 1947	.....	AFC	29 Nov 1940	2 Oct 1947		
AT3	24 Oct 1947	9 Jul 1948	AF1	4 Dec 1945	.....	
ALC	5 Jun 1934	9 Feb 1943	AF2	12 Mar 1945	13 May 1944		
AL1	22 Sep 1941	8 Jul 1944	AF3	20 Sep 1944	8 Feb 1947		
AL2	14 Jul 1943	10 Jul 1944	AN	18 Jul 1944	24 Mar 1947		
AL3	7 Jun 1946	14 Nov 1944	SDC	1 Aug 1928	22 May 1936		
AOC	12 Feb 1936	20 Mar 1940	SD1	7 Apr 1930	26 Jul 1933		
AO1	10 Dec 1941	20 Nov 1940	SD2	4 Jan 1940	23 Dec 1938		
AO2	20 Feb 1942	31 Dec 1941	SD3	1 Jul 1940	29 Dec 1941		
AO3	22 Aug 1944	28 Oct 1943	TN	16 Nov 1939	14 Jun 1942		
ABC	5 Mar 1940	18 Mar 1944	TA	10 Apr 1945	.....	

Here's Method BuPers Used To Assign CWOs and WO's to Four Warrant Pay Grades

Several recent letters from ALL HANDS readers indicate that a clarification is in order explaining the method by which the Bureau of Naval Personnel assigned commissioned warrant and warrant officers to the four pay grades of warrant rank. The following information may help clear up some of the details.

The assignments were made in accordance with the Career Compensation Act as outlined in Alnav 97-49 (NDB, 15 Oct 1949). This initial assignment was based on warrant or commissioned service accumulated through 1 Oct 1949.

Commissioned warrants with less than six years commissioned service were assigned W-2. Those with more than six but less than 12 were given W-3. Those with 12 or more were

assigned W-4. All warrant officers were awarded W-1.

After this initial distribution, a special board was convened to consider the records of all permanent commissioned warrant and warrant officers who had served or were serving with the rank of ensign or above to recommend those with the *most outstanding records* as ensign or above for advancement to the next higher warrant pay grade above that assigned by the initial distribution.

Seniority was *not* the basis of this selection, and neither was the highest temporary rank attained in World War II, because no selection was involved in these wartime block promotions.

Persons selected and assigned to the higher pay grade were indicated in enclosure (1) of BuPers Circ. Ltr. 35-50 (NDB, 15 Mar 1950). All others considered but not recom-

mended for advancement were listed in enclosure (2) along with all other warrant officers who never served as ensign or above.

That an officer was not recommended for advancement by the special board is no reflection on his performance of duty or career. All officers considered by the special board had performed in an excellent manner, but budgetary limitations permitted advancement of only a small percentage.

Nothing has been placed in the individual's record to indicate the results of the special boards' determinations, and seniority was not affected.

Advancements in warrant pay grades in the future will be based on accumulated service, with regulations on this now being worked out. When they are ready, ALL HANDS will publish the details.

Written Officer-Promotion Exams Are Scheduled for 28 November-31 December

Except for dates authorized by BuPers for re-examination of individual officers, the period 28 November-31 December will be the time for all written officer-promotion examinations due to be taken during the remainder of calendar 1950. The examinations will be conducted by supervisory examining boards as outlined in part B of BuPers Circ. Ltr. 31-50 (15 Mar 1950).

This information is contained in BuPers Circ. Ltr. 121-50 (NDB, 15 Aug 1950).

Regarding the subjects in which officers will be examined, the directive has this to say: "Officers who are to be re-examined and those who were scheduled to take their written promotion examinations during May-June 1950 but who for any reason did not do so will be examined in all subjects required by BuPers Circ. Ltr. 178-49 as modified by SecNav Ltr. dated 19 Apr 1950." BuPers Circ. Ltr. 178-49 can be found in the Navy Department Bulletin of 31 Oct 1949. The SecNav letter mentioned is in the NDB of 30 Apr 1950.

"Other officers scheduled for examination during the remainder of calendar 1950 will, in accordance with the authority contained in SecNav Ltr. dated 19 Apr 1950, be required to take written examinations in the executive area only. All questions will be essay type. They will be examined on their records in the operational and technical areas. No exemptions from the required subjects will be allowed these officers for the completion of correspondence or residence courses. Ensigns for whom examinations were planned for

Promotions to Warrant Grade Being Opened

For the first time since World War II, the Navy is opening promotions to warrant grade.

The appointments form the largest part of a program to procure approximately 1,300 new warrant officers of grade W-1 by 1 July 1951, about 550 by 1 Nov 1950 and 750 in the remaining seven months.

The total number will be reached by:

- Recall of a small number of Reserve officers.

- Appointment by selection of temporary warrant officers from among the unsuccessful applicants for limited duty officer commissions. Although they failed to win LDO commissions, these men were considered by the selection board to be of high caliber. The appointments under this category, if accepted by the individual, already have been made.

- Appointment as temporary warrant officers of enlisted personnel who previously served as warrant or chief warrant officers, later reverting to enlisted status. These appointments were to be made in the first group, before 1 Nov 1950.

- Plans for the second group of 750 have not been completely decided upon by the Bureau of Naval Personnel, except that chief and first class petty officers not previously appointed to warrant grade will have an opportunity of selection. The board choosing appointments from this category will use in addition to the service records, the special fitness reports that have been submitted on these men.

No applications for the W-1 appointments are wanted by BuPers, since the selections will be based on records now on file.

November or December 1950 by BuPers Circ. Ltr. 40-50 (NDB, 31 Mar 1950) are included in this group of officers."

The directive invites attention to BuPers Circ. Ltr. 114-50 (NDB, 31 July 1950) which eliminates the subject of military law and substitutes in 1951 the subject of military justice (see ALL HANDS, September 1950, p. 9).

The provision that temporary officers eligible for promotion are not subject to written professional examination remains in effect. This provision is contained in BuPers Circ. Ltr. 178-49.

Commissaries, Exchanges To Limit Sale of Foods

If your commissary store or exchange has put a limit on the quantity or amount of certain foodstuffs you may buy, their policy is in line with the President's warning against storing up supplies.

Alstacon 272136Z of 27 July 1950 empowered commanding officers to take action as follows: "In order to comply with the President's admonition against hoarding of foodstuffs, all commands are directed to take such measures as may be necessary to prevent sales of unusual quantities in Navy and Marine Corps commissary stores and exchanges."

How to Send Postage-Free Letters from Combat Zone

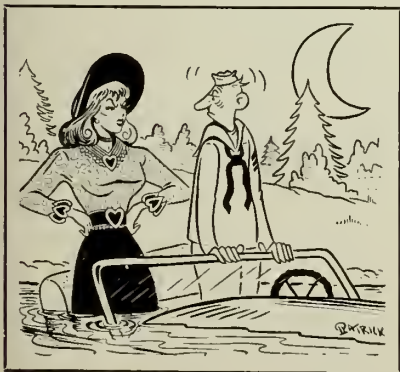
Here is what you should write on the outside of letters being sent postage-free from the combat zone to persons in the U.S., including U.S. territories and possessions:

- Upper right-hand corner of the address side, where the stamp would otherwise be—the word "Free," in the sender's handwriting.

- Upper left-hand corner—written name of the sender, plus serial number, rank or rating, and branch of the service.

- At the usual place—name and address of the person to whom the letter is being sent, of course.

Public Law 609, 81st Congress, provides for free mail privileges for members of the U.S. Armed Forces in Korea and such other areas as the President may designate as combat zones or theaters of military operations. (See ALL HANDS, September 1950, p. 53.) This applies to personal letter mail in usual and generally accepted form, including post cards. Such mail weighing not more than one ounce is given airmail transportation whenever practicable. Letters intended for air service should be marked or endorsed "Air Mail" or "Via Air Mail" above the address and below the word "Free."



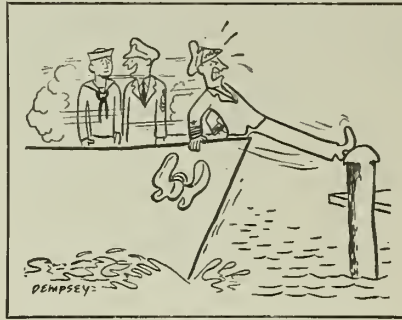
"Now don't tell me you ran out of gas!"

Chances Now Better for Advancement to All Grades Except CPO

With the current expansion of the Navy and all the armed services, chances for advancement to all enlisted grades except chief petty officer are now better than they have been at any time since the end of World War II.

Service-wide competitive examinations are to be held in January, and the best insurance for passing is to complete all required and supplementary training courses before the examination date. The training courses are listed in BuPers Circ. Ltr. 187-49 (NDB, 15 Nov 1949).

With chief petty officers still considerably in excess of allowance, no examinations for acting appointment to that grade are planned for the current 12-month period ending 30



"The Captain's never made a bad landing."

June 1951. It is expected, however, that CPO exams will be given sometime during the next fiscal year, which begins 1 July 1951.

Some promotions may be authorized by the Bureau of Naval Personnel before the next exams, taking names from the current "waiting list" as given in enclosure (B) of BuPers Circ. Ltr. 56-50 (NDB, 30 Apr 1950). This waiting list was compiled from the first class POs who qualified for CPO acting appointment in the examinations given last year.

Dates for the service-wide competitive exams for advancement in rating to the three lower petty officer grades were announced in BuPers Circ. Ltr. 118-50 (NDB, 15 Aug. 1950). The dates, all on consecutive Tuesdays, are:

- Exams for PO3 will be held 9 Jan 1951.
- For PO2 on 16 Jan 1951.
- For PO1 on 23 Jan 1951.

The directive set 20 Oct 1950 as the deadline date by which commanding officers must make nominations to the convening authority for personnel to take the tests. To be nominated, personnel must be eligible either now for advancement to any of the three lowest petty officer grades, or they must be expected to become eligible by 16 Apr 1951. In addition to wanting to compete, they must be recommended by their commanding officers.

Special instructions are contained in the directive to cover the case of men in transfer status if they have been nominated to compete in the service-wide exams. Certain seagoing, aviation or shore-based units whose movements or operations prevent giving eligible personnel the

exams on the appointed dates are authorized to conduct them at any time during January, 1951.

As announced in BuPers Circ. Ltr. 98-50 (NDB, 30 June 1950), the fire controlman (FC) and fire control technician rating groups are being consolidated into one rating group—that of fire control technician. The directive points out that FCSN, FC3 and FC2 eligible for advancement may compete for concurrent change in rating and advancement to FT3, FT2 and FT1, respectively. These candidates are to be considered on an equal basis with candidates of the FT branch.

For the FC1s, FC2s and FC3s not eligible for advancement, the directive provides that a change in rating to FT ratings in the same pay grade may be requested.

Some Reservists with emergency service ratings are on active duty at the present time, and the circular letter points out that examinations for advancement of eligible personnel are being prepared, with instructions for their use to be announced at a later date.

Military Traffic Service Established by Defense

In the Department of Defense there is now a new agency known as Military Traffic Service, designed to provide efficient and economical traffic management in the continental U.S.

Military Traffic Service, headed by a civilian director, will have within it an advisory council. This council will consist of Director, MTS, as chairman, with one member from each military department, of flag or general rank. These officers will be nominated, one each, by the Secretary of the Navy, the Army and the Air Force. The Chairman of the Munitions Board also may appoint a member to the Advisory Council, if he desires.

Purpose of the Military Traffic Service is "To provide under one authority efficient and economical traffic management for the movement within the continental U.S. of persons and things for all agencies or departments of the Department of Defense."

Marine Gets Band Billet In Order to Get a Wife

It was a big day in the life of Frank I. Stockstill of Waukegan, Ill., when he passed his audition on the oboe and learned that there was a spot for him in the U.S. Marine Band. It meant that now Sue would marry him.

Sue—Miss Sue Carr of Urbana, Ill.—was a young lady with a mind of her own. Stockstill had a mind of his own, too, of course—a mind loaded with oboe music and affection. Stockstill brought up the subject of matrimony and the young lady said she'd go along with the idea, provided that Stockstill got him a billet in the Marine Band. So the oboist obtained an audition, and made good. The wedding date was set for shortly thereafter.

Stockstill's background felt the shadow of events to come—in the musical and martial fields, if not in the marital. He saw service in the Navy during the hard years of 1945 and '46 in the Pacific. He graduated from the University of Illinois last June as a music major. He studied the oboe under the father of a man who spent 12 years in the U.S. Marine Band.

"The Marine Band is the greatest musical organization in the world," Sue points out, "and any husband of mine must be in it."

Damage Done to Quarters To Be Paid by Personnel; Collection System Listed

A joint BuDocks-BuPers letter clarifies the responsibility all naval personnel have for the proper care and use of their quarters, when quarters are provided by the government.

It has been a longstanding rule that any damage done to government quarters while officers or enlisted personnel are living in them must be paid by the individual in residence.

The joint letter tells commanding officers in detail what procedure they should follow to collect for such damage:

- Each individual (this can apply to civilians, too) occupying government housing will sign a receipt for the condition of the house and all its furnishings when he enters it.

- When he vacates, the house and all furnishings will be checked for other than routine wear.

- If it is determined that the occupant must pay an amount for damage or loss of property, his commanding officer will request him to settle the account voluntarily.

- No such settlement, however, will be forced by threats of disciplinary action or by checkage of future pay.

- If the individual does not agree to settle voluntarily, the commanding officer will forward the bill together with a statement of the facts to BuDocks.

- The case will then be referred to the Judge Advocate General and finally to the Department of Justice for action in the civil courts.



"Have a ch... things are kinda rough to-day, ain't they, chief?"

Marine Sergeant Is in Charge of Island Forces

When it comes to responsibilities, William W. Sims, Sgt, USMC, age 24, has got 'em. He's head man of the police force, fire department and shock troops on the island of Truk. All three of these organizations are one and the same, but it's still a man-sized job to run them.

All of Sergeant Sims' men are natives of the area. His organization is called the Truk District Pacific Insular Constabulary, and Sims is the non-commissioned officer in charge. Among his other duties he holds drills and inspections to keep his small detachment "on the ball." He himself has to keep up-to-date in military subjects and instruct his men in police and fireman duties. The result is a smoothly running organization.

Like most commanders, Sims has an aide—in this case, Sergeant Ru, a native of the island who understands English. One of Sergeant Ru's duties is that of translator for Sergeant Sims and his men. Motor-

ized equipment consists largely of one fire engine, United States military style.

Sergeant Sims began life in Oklahoma, but later lived for several years in California. He is no stranger to the far Pacific areas, having seen action in Bougainville and Okinawa during World War II. He enlisted in the Regular Marine Corps in 1946 and subsequently served in San Diego and San Francisco before reporting aboard the island of Truk.



Two Navy Destroyer Escorts Transferred to French Fleet

Two Navy escort vessels—uss *Samuel S. Miles* (DE 183) and uss *Riddle* (DE 185)—are now in the French navy and renamed *Arabe* and *Kabyle*, respectively. The transfer of these ships was part of the Mutual Defense Assistance Program.

Before being reactivated, the two ships were withdrawn from the Atlantic Reserve Fleet at Green Cove Springs, Fla., and completely overhauled and refitted at the Philadelphia Navy Yard. In Philadelphia, the vessels were manned by French crews before departure.

The French republic is the second country to obtain warships from the U.S. under MDAP. Two destroyer escorts were transferred to The Netherlands earlier. Two submarines and the subrescue ship uss *Bluebird* (ASR 19) were scheduled for assignment to the Turkish navy shortly after the transfer of *Riddle* and *Samuel S. Miles*.

France had previously received approximately 100 Navy planes,

while England has accepted a considerable number of B-29s. Six U.S. Navy support landing ships have been assigned to Indo-China along with eight C-47 transport planes, while a number of small patrol craft were scheduled for Burma.

New Age Limit in Effect For Annapolis Candidates

A new upper age limit is now in effect for all candidates for the U.S. Naval Academy—22 years. Formerly the limit stood at 23 years for veterans of one year's honorable service in the U.S. armed forces and at 21 years for others.

Alnav 66-50 (NDB, 15 July 1950), which puts into effect the new ruling, reads as follows: "In accordance with recent legislation, candidates for U.S. Naval Academy must not have reached their 22nd birthday by 1 July of the year of entrance to the Naval Academy. This applies to all candidates, regardless of previous service and is effective immediately for the class entering in 1951."

Here's a Complete Summary of the Battle Efficiency Awards

Each year your ship has the chance to prove how good it is in comparison with other ships of the same type in the Navy.

This chance is provided by the competition for a Battle Efficiency Pennant, a pennant which designates the top ships in the Fleet.

When on liberty, do you find yourself telling others, "I'm on the best destroyer afloat" or "our submarine is the hottest thing this side of Shanghai" or words to that effect?

If you do, there's one way in which you can back up these statements with facts—tell 'em your ship flies the Battle Efficiency Pennant—the "meatball" as it is known around the Fleet.

The pennant is called the "meatball" because of its design, a solid black circle set in a red field. It is a triangular-shaped pennant and may be flown by a winning ship at the foretruck. Any ship that flies a "meatball" is known as a "taut ship."

If your ship proves good enough to win the Battle Efficiency award it will mean money in the bank for you and the rest of the crew. Each crew member of a pennant-winning ship or aircraft squadron receives a cash prize for his part in the victory. In 1949, this amounted to ap-



proximately \$20 per man in the units that won.

When a ship wins the pennant, these things also happen:

- Every member of the crew who receives prize money also becomes eligible to wear the Navy's battle efficiency "E" on the right sleeve of his jumper, overcoat or blouse. The "E" comes in white or blue so that it may be worn on both winter and summer uniforms.

- An entry is made in each service record stating that the crew member was on board when the ship won a Battle Efficiency award.

- A white "E" may be painted on the bridge bulwark and a fac-

simile of the red-and-black "meatball" may be painted on the sides of each aircraft of an Aircraft squadron that wins the Battle Efficiency Pennant.

Winning the "meatball" also entitles each winning ship to compete for another annual award—the Marjorie Sterrett award (for the origin of its name, see adjoining box.) The Marjorie Sterrett award goes each year to the two ships of a designated type which are judged to be the best of that type in the entire Fleet.

One ship is chosen from the Atlantic Fleet, the other from the Pacific Fleet. Thus, of the type designated for that year, the ship in each ocean that compiles the best performance rating in Battle Efficiency competition is declared the winner of the Marjorie Sterrett award.

In 1948—the first postwar year of competition—this award went to two cruisers, *uss Helena* (CA 75) and *uss Providence* (CL 82). In 1949, the award went to two destroyers, *uss Fiske* (DD 842) and *uss Newman K. Perry* (DDR 883). This year the coveted award went to two submarines, *uss Charr* (SS 328) and *uss Sea Robin* (SS 407).

The concept of these two Fleet awards has been revised since World War II. Before the war, the Efficiency "E" could be won by individual departments of a ship such as the engineering department or the gunnery department. An efficiency "E" could even be won by a single gun turret (see "Efficiency Awards—Old and New," ALL HANDS, August 1950, p. 29).

All this has now been changed. It was found that the old system didn't provide enough incentive for all departments of a ship to perform as an integrated fighting unit. Under the new system, on the other hand, battle efficiency awards are based not on the performance of one department alone but rather "on the performance of the ship or aircraft squadron as a unit."

Although each department of a winning ship must be a smoothly functioning part of the whole, the emphasis has been shifted to teamwork. Every officer and enlisted man aboard must make the maximum effort if the ship is to come

Story Behind the Famous Marjorie Sterrett Award

In February 1916, a little girl sat down and wrote a letter to a New York newspaper. In it she enclosed a dime toward the construction of a new battleship for the U.S. Navy.

When the letter was published, it unleashed an avalanche of similar dimes and quarters from school kids as well as larger contributions from grown-ups. The Navy suggested that this money be placed in a fund, the proceeds from which should be awarded each year as prize money for outstanding gun crews.

The proceeds from the original Marjorie Sterrett Battleship Fund are still being used each year. Now, however, the award is made to the two top ships in the Fleet based on Battle Efficiency scores, rather than as prize money to outstanding gun crews.

Marjorie's letter follows:

Brooklyn, N.Y.

February 2, 1916

To the Editor of the New York Tribune

Dear Sir:

I read in your paper every morning a lot about preparedness. My grandpa and my great grandpa were soldiers. If I was a boy I would be a soldier, too, but I am not, so I want to do what I can to help. Mama gives me a dime every week for helping her. I am sending you this week's dime to help you build a battle-ship for Uncle Sam. I know a lot of other kids would give their errand money if you would start a fund. I am thirteen years old, and go to Public School No. 9, Brooklyn.

Truly yours,

Marjorie Sterrett.

home the winner in the battle efficiency sweepstakes.

How does a ship win the Battle Efficiency Pennant?

The pennant is awarded each year to about 10 per cent of the ships of the Fleet. Winners are determined on a point basis.

How does a ship get points?

A ship (or aircraft squadron) accumulates them in three different ways—through exercises and trials in which it takes part, through inspections by senior officers and through over-all administrative efficiency.

Awards are made on a different basis for each different ship type (such as destroyers, cruisers, carriers). Type commanders in the Atlantic and Pacific Fleets prescribe their own regulations for the annual competition. Although the general pattern of these regulations is much the same, there are considerable differences in detail—even between ships of the same type in the two oceans.

In each competition, greatest emphasis is always placed on how well a ship carries out its primary mission. Destroyer competition, for example, emphasizes anti-submarine operations and gunnery, while competition between repair ships emphasizes the ships' repair efficiency.

Although it is beyond the scope of this article to outline the rules and regulations of each different type competition, the general pattern of Battle Efficiency competition can be shown in a brief summary of the award system for a single type in one ocean.

Since more men in the Navy serve aboard destroyers than aboard any other single type, let's take destroyers of the Atlantic Fleet as an example. The competition in DesLant runs somewhat as follows:

Exercises and Trials

Competitive exercises and trials make up much of the battle efficiency competition between destroyers of the Atlantic Fleet. At the start of each three-month period during the competitive year, the skipper of each destroyer is given a "Quarterly Requirement Chart" which tells him what exercises he may expect during the next three months.

Each department of the ship is then alerted by the commanding

WAY BACK WHEN

Old Hickory Figurehead

Andrew Jackson, even as a statuesque figurehead at the prow of a ship, was a character of intense controversy.

Back in the 1830s, when Andrew Jackson was President of the United States, USS *Constitution* was brought into the Boston Navy Yard for overhaul. She had just come back from the Barbary Wars where her figurehead, a Herculean figure with one hand holding a scroll representing the written constitution, had been severely damaged.

The Navy Yard commandant, therefore, set about supplying the *Constitution* with a new figurehead. One featuring President Jackson was proposed. But when this plan became known, the citizens of Boston and New England, few of whom might be called ardent Jackson followers, were virtually up in arms. There were, in fact, threats of tar and feathers for the commandant.

But the Navy man was not to be frightened by such coercion. He proceeded to hire a wood carver, and later when the threats became even more violent he transferred the carver and the half-finished figure to the New York Navy Yard as a precautionary measure.

Eventually the figure was completed. It showed Jackson in dress clothes, a cape flung over his shoulders. In his right hand he held a scroll. His left was stuck into his vest in Napoleon style.

Back at Boston, the figurehead was put in its place at the prow of *Constitution* and the turmoil among the anti-Jackson New England populace reached such fever

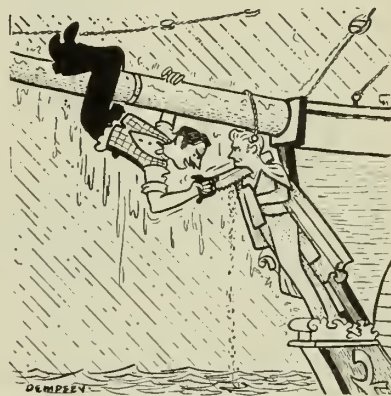
pitch that it was necessary to keep "Old Ironsides" under constant guard.

Despite the vigilance, however, one dark night a bold young man in a small skiff rowed under the bow of *Constitution*. He broke out a saw and proceeded to cut off Old Hickory's head.

The culprit became a Boston hero. This inspired him to such an extent that he took his prize to Washington and displayed it to the Secretary of the Navy. Despite his destructive act, the amateur guillotiner was never faced with any official charges.

However, the figure was repaired, this time at the New York Navy Yard, and for many years Old Hickory figurehead stood at the prow of *Constitution*.

The controversial carving was later taken to the Naval Academy Museum at Annapolis.



officer and must be ready at short notice to participate in any one of the number of exercises listed, many of which are "surprise" exercises.

When an exercise is scheduled, several observers are assigned to the ship as scorekeepers.

They take places from which they can watch the important operations. For example, if a DesLant ship competes in a gunnery exercise, observers will probably be stationed in Plot, in Combat Information Center, on the bridge, at each gun mount and at check points along the lines of fire control communication. At the completion of the exercise, observers examine the target and thus are able to compute the "hits per gun per minute" and other data.

After computing the point total to be awarded the ship for the exercise, the observers, together with

the ship's officers and leading petty officers, get together for a discussion period or "critique."

During the critique, the observers point out the strong and weak points displayed during the exercise and make suggestions for improvements. They may also give the results of the day's firing and the points scored.

But a gunnery exercise such as this is only one of several types of exercise each designed to test different departments of a ship and to earn the ship points toward a Battle Efficiency Pennant. Here are a few examples of typical exercises which affect various departments:

Engineering—Engine room explosion—shell hit. Cruising turbine out of commission.

Damage Control—Restoring battle telephone circuits. Collision at sea.

Combat Information Center—Ele-

mentary air control. High speed surface tracking.

Anti-submarine warfare — Single ship attack and reattack. Combined radar and sonar exercise.

Seamanship—Man overboard. Underway fueling from tanker. Mail passing.

Gunnery—Long-range battle practice. Anti-aircraft practice.

Communications—Advanced communications drill.

DesLant engine room gangs can also expect a number of trial runs during the competitive year. To test a ship's readiness for combat, one full power run and three fuel economy trials (at different speeds) are held during an average year. Each competitive trial is observed and scored.

One interesting communications exercise centers around a "heckler" ship which attempts to interrupt communications between ships com-

3 New Enlisted Training Courses Are Now Available

The following new training courses are now available:

Boilerman 3 and 2, NavPers 10535

Ship's Serviceman 1 and Chief, NavPers 10287

Steelworker 1 and Chief, NavPers 10654

peting in an exercise. As the competing destroyers communicate with one another by radio and visual, —decoding messages, hoisting flags, sending messages by flashing light, signal flags and teletype under simulated wartime conditions—the "heckler" makes life miserable by sending fake messages, jamming radio transmissions and confusing circuits.

Since some of these exercises are

more important to the mission of a destroyer than others, they are scored or "weighted" more heavily.

Here's how the "weights" are set for a destroyer (DD) in the Atlantic Fleet:

Anti-submarine, 20%; gunnery and torpedo, 15%; administration, 10%; engineering, 10%; damage control, 10%; communications, 10%; C.I.C., 10%; and seamanship, 10%.

In contrast, here's how the weights are assigned for a destroyer tender (AD):

Repair, 40%; administration, 15%; engineering, 10%; damage control, 10%; communications, 10%; gunnery, 5%; and C.I.C., 5%.

Weights for a radar picket ship (DDR) are the same as for a DD except that the weight for gunnery is reduced to 10% and that for C.I.C. is raised to 15%. Weights for a destroyer escort (DDE) are similar except that gunnery is again 10% while anti-submarine warfare is raised to 25%.

Inspections

A second method of accumulating points toward a Battle Efficiency Pennant is through periodic inspections which are made of your ship. During an average competitive year, a destroyer will undergo at least four types of inspections—

- Operational readiness inspection (which may be a surprise inspection).

- Material inspection.

- Supply inspection.

- Administrative inspection.

The last one—the administrative inspection—is the one with which you will probably be most concerned. According to the rules for DesLant, inspecting officers will hold a personnel inspection to check on such items as the discipline, smartness and appearance of the crew, and the etiquette shown by the boat crews, quarterdeck watch and the ship's landing force.

The inspecting party can also order a fire drill or fire and rescue drill. The party will make a complete tour of the ship and will pay particular attention to clothing, bedding and cleanliness of the ship.

Administrative Efficiency

Points are also given on the basis of how prompt and efficient your ship's office is with reports that are required from it. Administrative

Marine Sentry Barely Wins Race with Big, Live Bear

"If I'd known you were coming I'd have had a gun," the Marine sentry might have said as he looked out the window of the guard shack. Looking in was one bear, large size, fur-covered, alive.

It was the lonely hour of 0100, and Robert A. Switzer, PFC, armed only with a night-stick, was patrolling a restricted area at the Marine Corps Air Station, Cherry Point, N.C. Between turns around the area, Switzer stopped in at the guard shack. Outside he heard a dog making a commotion. Switzer looked out the window to see what the trouble was, and that is when the bear looked in. The sentry described it later as a "gigantic monster."

Doing his best to remain cool, Switzer picked up the phone and

called the main guardhouse. "Nonsense," said the sergeant of the guard.

But Switzer, observing that the bear was now trying to climb through the window, knew that there *was* one. So he did the only thing he could do; he withdrew to a previously prepared position—the station heating plant. He entered the door of that edifice at high speed, it is said; but the bear was close behind. Bruin was denied entrance, however, much to his disgust.

On the day following, it was decided that sentries assigned to that particular post would carry shotguns. "And the next bear that thinks of making a midnight *snack* out of *me*," declared Switzer, "is going to end up a ruined bruin."



efficiency of a ship usually accounts for from 10 to 15 per cent of the total point score awarded the ship (see above).

The points earned by each ship are added up at the close of the competitive year. Ships in the upper ten percent on the basis of points earned are usually nominated for the Battle Efficiency Pennant by the type commander. These nominations are then sent to the Chief of Naval Operations who makes the final selection.

Awards are usually published to the Fleet in August of each year. Payment of prize money is authorized shortly thereafter.

The Chief of Naval Operations also chooses two ships for the Marjorie Sterrett award. Prior to World War II, prize money from the Marjorie Sterrett fund was awarded annually to turret and gun crews making the highest score in short range battle practice and to submarines making the highest score in torpedo firing exercises.

Since the war's end, however, this prize money has been awarded instead to the two ships—one from each ocean—of the designated type whose point scores for the Battle Efficiency competition have been highest in their respective ocean areas.

The Marjorie Sterrett prize money currently amounts to \$1400 per year, half of which is awarded to each winning ship. This money does not go to crew members directly, but rather into the ship's recreation fund to be used for the purchase of athletic equipment, furniture, phonograph players, musical instruments or for dances, picnics or parties for the recreation of the crew.

There is one other award which may be given as the result of the annual battle efficiency competition. This is a letter of commendation from the Chief of Naval Operations.

This special letter of commendation may be given to an officer or an enlisted man who is considered to have contributed most to the winning of a Battle Efficiency Pennant for his ship or aircraft squadron.

But although outstanding leadership on the part of an individual may contribute toward the winning of a Battle Efficiency Pennant, it is teamwork that will clinch it. You and every man aboard must pitch in if your ship or squadron is to bring home the "meatball."

HOW DID IT START

Logs

The log is an apparatus for measuring the rate of a ship's motion through the water.

The common log, or chip, consists of the log chip or log ship (often exclusively called the log) and the log line, the former being commonly a thin wooden quadrant of five or six inches' radius, loaded with lead on the arc to make it float point up. It was attached to the log line by cords from each corner. This line, from a point about 15 fathoms from the log chip, was divided into equal spaces, called knots, each bearing the same proportion to a mile that the time during which the runoff of the line measured bears to an hour. This period, generally measured by the log glass, was 28 seconds in American and British naval practice, elsewhere usually 30 seconds. These time intervals corresponded to knots of 47 feet 3 inches and 50 feet 8 inches, respectively.

The line ran freely from the log reel so that when the log was thrown the water held it from being drawn forward, and the speed of the vessel was shown by the number of knots run out.

Improved logs, called patent or taffrail

logs, consist of a mechanism which, being towed astern or from a boom projecting at the ship's side, shows the distance traveled (through the water) by the ship by registering the revolutions of a fly either in a taffrail log on a dial plate at the inboard end of the line, or on the log itself in a harpoon log.

Where the water is shallow, and tidal currents strong, the log ship is often replaced by a lead or sinker, the apparatus then being known as a ground log.



Permanent Warrants to Be Eligible for Promotion

All Navy permanent warrant officers, including those serving in higher grades, will be eligible for consideration for promotion to commissioned warrant grade on the sixth anniversary of the date of rank of their appointment to warrant grade.

This announcement is made by BuPers Circ. Ltr. 126-50 (NDB, 15 Aug 1950). Those eligible to be considered for promotion to commissioned warrant rank during calendar 1950 and 1951 will be examined professionally "on their records," the directive states.

Each officer who becomes eligible during 1950 should complete the following steps at least eight weeks before the sixth anniversary date:

- When directed by CO, report to a board of medical examiners convened by one of the commands listed in BuPers Circ. Ltr. 177-48 (NDB, 30 Sept 1948), to establish fitness for promotion.

- Submit a letter to the Chief of Naval Personnel (Attn: Pers-B13a) stating whether or not he has any

objection to being examined on record by the naval examining board to determine his fitness for promotion. Such statement by an officer will be with the understanding that in the event of an unfavorable report by the board, his right to appear later before that board will not be jeopardized.

Instructions for COs of officers eligible to be considered for promotion to commissioned warrant rank are also included in the directive making the announcement.

The circular letter contains an encouraging note for temporary warrant officers. It is quoted here verbatim: "A board of officers will be convened in the near future to consider and recommend temporary warrant officers for promotion to temporary commissioned warrant grade. All temporary warrant officers who will complete six years' service on or before 30 June 1951, computed from date of rank as warrant, will be eligible for consideration." This is included for information only. No action on the part of temporary warrant officers is necessary or desired at the present time.

Free Films Cover Variety of Subjects of Interest to Naval Personnel

Why are we fighting in Korea?
The European Recovery Plan—
what is that?

How do you “zip” and “unzip” a
ship?

These and many other such questions that are in the minds of many Navy men are answered by a group of information films for the armed forces that can now be seen aboard ship.

Films with such fetching titles as “Attack in the Pacific,” “Korea Today (1948),” and “Arctic Igloo,” are only a few of the ones now available to ships of the Fleet.

More than 30 of these interesting films are making the rounds of ships on the regular entertainment movie circuit. They are being shown as “short subjects” before the main feature. A number of others shown in the list below are also available to shore stations on 35 mm. film.

Films such as these listed here are part of the armed forces’ answer to the need of the U.S. fighting man to know what he is fighting for and why. The films are designed to give him the “background” necessary to achieve this end.

SONGS OF THE SEA



Homeward Bound

The farmer's heart with joy is filled
When his crops are good and sound,
But who can feel the wild delight
Of the sailor homeward bound?

For three long years have passed away
Since we left freedom's shore,
Our long-felt wish has come at last,
And we're homeward bound once more.

—Old Navy Song.

Other Information and Education Material Listed

In addition to movies of general interest to the serviceman, the Navy man has other information and education material available to him. Here are a few samples:

- Armed Forces “Talks,” each of which is designed to create a well-guided “bull session” among a group of sailors on some current world problem.

- Special transcriptions of radio programs describing exploits by the Army, Navy or Air Force, as well as several other types of transcriptions useful for educational and morale purposes.

- Guides and pamphlets chock

full of facts about conditions in of the world.

- Colorful current events maps other lands.

- Posters which call attention to such things as military security and teamwork in the armed forces.

For further information on whether you have the above material on board your ship, see your information and education officer or consult the *U.S. Naval Training Bulletin* which contains at quarterly intervals a list of information and education materials available and proper procedures for ordering them.

ALL HANDS here presents a current round-up of the information films available to ship and to shore units of the Navy. Any of these films which are not attached to the entertainment films circulated through the regular movie pool may be procured (on 16 mm. film) from the nearest training aids section.

The titles of new information films will be listed in the *U.S. Naval Training Bulletin* as soon as they are produced. In this way, ship information and education (I&E) officers can order the latest films.

The films listed below are in no way related to the Navy's own training films and film strips. These films and film strips—of which there are more than 3500 currently in circulation—are designed to prepare a man for a given rating or job rather than to give him general background information.

Training films cover almost every subject from “Airplane Acrobatics” to “The Operation of the YJ Radar Beacon,” from “Aerology” to “X-ray Procedures.” They are widely used for classroom instruction afloat and ashore.

The list below is not a list of Navy training films but a list of current Armed Forces Screen Reports and Armed Forces Information Films. Along with a brief description of each film is its running time.

Lighter Than Air—Rigid Airships (Navy film MN-2722d)—Dramatic

history of rigid airships. Utilizes historical footage, clever animation and special effects. 31 min.

Voices of the People (MA-6850)—Demonstrates that important milestones in the history of the U.S., such as the Declaration of Independence and the Bill of Rights, resulted from the thinking and discussion of important problems by thousands of American citizens. It shows how this type of progress continues. 20 min.

Take Time for Tomorrow (MN-6649)—Describes the educational program of the Armed Forces in which off-duty classes, correspondence courses and self-study courses are emphasized. 20 min.

Overseas Duty (MA-6962b)—Advantages and responsibilities of personnel on overseas duty. 20 min.

Attack in the Pacific (MA-6962c)—Historical record of Naval warfare in the Pacific. 50 min.

Communism (MA-6962e)—Shows how Communism can pass unrecognized in an average American city or town. Describes how to recognize a Communist. 50 min.

Teamwork and You (MA-6962f)—Unification of the Armed Forces and how it affects the individual serviceman. 10 min.

Economy Is Everybody's Business (MA-6962h)—How to cut down on certain expenses in the Armed Forces, and how every individual can do his part. 20 min.

Zipper Fleet (MN-6647)—Prepar-

ing ships and material for storage (194). 20 min.

Jump and Forgotten Islands (MA-2431)—Story of airborne troops, and island battlefields and how they are losing their peacetime scars. 20 min.

Launching V-2 and Task Force Frigid (MA-2431cn)—Picture story of the V-2 rocket, and Army maneuvers in the frozen North. 20 min.

Korea Today (1948) (MA-2431cp)—Korean conditions in the American Occupation Zone. 20 min.

Arctic Igloo (MA-2431cq)—Arctic scenes and technique of building snow shelters. 20 min.

Military Progress (MA-2431cx)—New types of equipment and new methods being introduced into the Army and Air Force. 20 min.

Korea's New Army and Operation Vittles (MA-2431cy)—Progress in the development of the new South Korean army, and procedures followed in supplying Berlin with food, fuel and other commodities. 20 min.

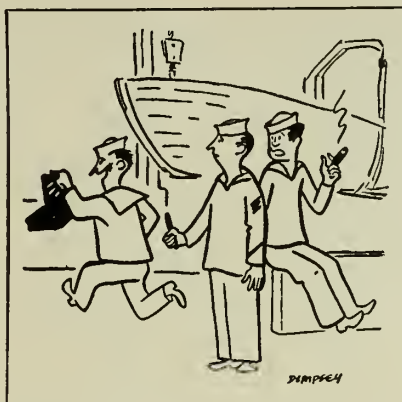
Sky Jeep and A Helping Hand (MA-2431da)—The role being played by Army light aviation, and the recovery of Japanese industry under the supervision of the American Military Government. 20 min.

Women in Service (MA-2431db)—The development of the use of women in military service, showing activities of women in the various services during World War II. 17 min.

Industrial Mobilization (MA-2431di)—Measures being taken to mobilize industry so that in the event of a national emergency both industry and the Armed Forces will be prepared. 20 min.

Research and Development (MA-2431dj)—How constant research makes possible modern military development. 20 min.

Life Blood of the Nation (MA-2431dl)—Work of the Red Cross in developing the blood bank. 15 min.



"No, he didn't make a rating. He found a whisker on his chin this morning."

Frontier Days (MA-2431dm)—Portrayal of the American way of life as related by pioneers of the West. 20 min.

European Recovery Program in Action (MA-2431dn)—How the "Marshall Plan" is benefiting the people of Europe. 20 min.

Invisible Ramparts (MN-2431do)—The story of the Alaskan communications system. 20 min.

It's Your America (MA-5902)—Those characteristics of American democracy which have meaning and how war experiences of the servicemen enabled many to discover them. 25 min.

Service Plus (MA-6962d)—Dramatizes integrity as a keynote in service life and emphasizes strong moral qualities necessary in a serviceman. 20 min.

Navy Reactivates Stations At Midway and Trinidad

After being left with Midway Island much to themselves for a couple of months, the atoll's famous gooney birds again have human companionship. U.S. Naval Station, Midway, is back in a partially activated status.

Also partially reactivated is the U.S. Naval Station, Trinidad, B.W.I. This station was placed in "reduced status" last May, while the station on Midway was inactivated early in June.

Since 15 June, when the last service personnel on Midway were scheduled for departure, Midway had been virtually uninhabited. A commercial airline which had maintained facilities there for many years closed out its activities at the same time (see ALL HANDS, June 1950, p. 37).

7-Year EMs in Pay Grade 4 Entitled to Transportation For Dependents and Effects

With seven years in the service, enlisted people in the fourth pay grade—Navy PO3s and Marine sergeants—are now eligible for certain benefits formerly rated only by personnel in the top three pay grades: transportation of dependents and their baggage and household effects at government expense.

Alnav 77-50 (NDB, 15 Aug 1950) is the authority for the change. What the directive says, in effect, is that these persons are "entitled to transportation of dependents or to reimbursement therefor or to a monetary allowance in lieu of such transportation in kind" on the same basis as enlisted personnel of pay grade E-5 and above.

They are also entitled to transportation—including packing, crating, drayage, temporary storage, and unpacking—of household effects or reimbursement therefor on the same basis as enlisted personnel of pay grade E-5 and above.

The Alnav provides a brief direction for persons preparing copies of orders and vouchers.

One Situation That Was Well in Hand, But Fast

A new record for rapid transformation from civilians to fighting men is believed to have been established by the Marine Air Reserves. Within a week after reporting to the Marine Corps Air Station, El Toro, Calif., several Marine Reserve air squadrons were headed overseas.

During the few days at El Toro, the Marine Reserve fliers were furnished with complete issues of clothing and equipment and were issued assignments and transfer orders. Less than a month earlier, all the personnel concerned had been busy at peacetime pursuits, reporting one weekend per month for training. Only six weeks earlier, the first regular Marines were being ordered to Korea.

Most of the officers and enlisted men involved in the rapid departure were Marine veterans of World War II.

QUIZ AWEIGH ANSWERS

QUIZ AWEIGH is on page 7

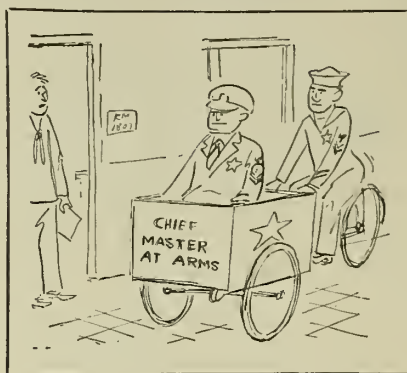
1. (a) Aviation electronics technician.
2. (c) Aviation electronicsman.
3. (b) Lieutenant general of the Marine Corps.
4. (c) Lieutenant general of the Marine Corps.
5. (m) or (c) Lieutenant commander or mister; either is correct.
6. (c) Lieutenant.

Heroes Honored for Valorous Deeds During Submarine Disaster

Two Navy and Marine Corps Medals, seven Secretary of the Navy Letters of Commendation and seven Life Saving Medals went to heroes of the submarines *uss Cochino* (SS 345) and *uss Tusk* (SS 426) for action which they performed in the *Cochino* disaster.

When *Cochino* was crippled by a series of battery explosions, the water off northwestern Norway where the ship was operating was cold and exceedingly rough. In the transfer of personnel, some of whom were injured, from the sinking *Cochino* to *Tusk*, many acts of great valor were performed—as they were aboard *Cochino* herself. Citations accompanying the various awards tell in their terse language of the heroic deeds. They are condensed here:

LCDR Richard M. Wright, USN—Navy and Marine Corps Medal. When *Cochino* was shaken by explosions during submerged operations, and fire, smoke and gases became so intense that the battery compartment had to be abandoned, LCDR



Wright attempted to enter the hydrogen-filled compartment in order to throw the main battery switch and prevent further damage to the vessel. Attempting to gain entrance, he was severely burned as a major explosion took place. Although in a state of shock and suffering great pain, he secured the watertight door and continued to concern himself with operations being conducted below decks.

LTJG Charles H. Cushman, Jr., USN—Navy and Marine Corps Medal. When toxic gases caused the forward compartments to be untenable, LTJG Cushman twice volunteered and twice succeeded in running safety lines between the bridge and the after torpedo room so that personnel could safely make their passage over the wave-swept deck. Although suffering the effects of gas and exposed to waves, he further volunteered his services and entered the forward torpedo room to pass up needed clothing to topside personnel and check all necessary valves in the gas-filled compartment.

Mahlon P. Woodward, TMC, USN—Secretary of the Navy Letter of Commendation with Commendation Ribbon. Woodward voluntarily entered *Cochino's* forward torpedo room on two occasions and reported the condition untenable. Remaining at the hatch in order to ventilate the compartment while in imminent danger of being washed away by high seas, he was steadfast at his post until ordered to desist by his commanding officer.

Robert Davis, TM1, USN—Secretary of the Navy Letter of Commendation with Commendation Ribbon. When five men were severely

burned while attempting to gain entrance to the after battery room. Davis voluntarily traversed the wave-swept steel deck with medical supplies for the injured. Working in concert with another man, he devised a system of steering the stricken ship from the after torpedo room, thereby assisting the CO in moving *Cochino* into calmer water where transfer of personnel could be made.

George F. Fedon, EN2, USN—Secretary of the Navy Letter of Commendation with Commendation Ribbon. When the forward engines became useless, Fedon voluntarily entered the after engine room. Mindful of the unknown hydrogen concentration and possible consequences of his act, he started the engines. He remained below decks after the crew had been sent topside, to assist in moving the badly injured executive officer to safety. Fedon rendered valuable assistance in moving *Cochino* to calmer water.

Willard S. Whitman, QMSN, USN—Secretary of the Navy Letter of Commendation with Commendation Ribbon. This man voluntarily assisted in evacuating the injured from the forward compartments. Later, making his way over the treacherous deck, he stood by the after torpedo room hatch in the face of treacherous seas until all the injured men had been moved from below. He persisted in procuring and distributing life jackets during abandon ship operations and personally assisted the badly injured executive officer.

Harold Spanne, ENC, USN—Secretary of the Navy Letter of Commendation with Commendation Ribbon. Disregarding his own safety, Spanne entered the burning engine room after it had been abandoned and, with the aid of another, succeeded in extinguishing the fire.

John D. Haney, TM3, USN—Secretary of the Navy Letter of Commendation with Commendation Ribbon. He remained at the helm until rendered unconscious by the untenable conditions. Disregarding personal danger after being revived, he voluntarily entered the gas-filled forward torpedo room in an attempt to make it habitable for the crew. Later he succeeded in running a safety line

Couple Carries Unification To Its Logical Conclusion

As regards unification of the armed forces, it would be hard to outdo First Lieutenant M. J. Melvin of the Marine Corps and Lieutenant J. M. Melvin of the Navy. They are married—to each other.

The Navy lieutenant, whose name used to be Jacqueline Jacquet, is a nurse stationed at the U.S. Naval Hospital Glenview, Ill. The Marine lieutenant, whose name has always been what it is now, is an air Reservist. When he was recalled to active duty, he was ordered to Marine Corps Air Station, El Toro, Calif., for assignment overseas. Lieutenant Jacquet obtained leave and proceeded to the same area. Wedding plans previously laid for this fall were moved ahead, and the two became man and wife.

The Melvins are World War II veterans, both having seen action in the Pacific. It was in Glenview that they met, however, when Lieutenant Martin J. Melvin was there on training duty.

from the bridge to the after torpedo room despite heavy seas washing *Cochino's* unprotected deck.

William Harrison Payne, Jr., EN1, USN—Secretary of the Navy Letter of Commendation with Commendation Ribbon. Payne remained steadfast at his station in the forward engine room in an attempt to control the runaway engines. Although severely burned when a major explosion took place, he carried on courageously, working in concert with another man to devise a system of steering the stricken ship from the after torpedo room. By his acts he rendered great assistance to his CO in moving the ship into calmer waters.

All of those mentioned to this point were attached to *Cochino* at the time of the disaster. Also attached to that ship were Hubert H. Rauch, TMC, USN, and Clarence D. Balthrop, CS1, USN, both of whom received medals—the Gold Life Saving Medal for Rauch and the Silver Life Saving Medal for Balthrop. In addition, the following *Tusk* personnel were awarded the Gold Life Saving Medal: LCDR George C. Cook, USN; Raymond J. Shugar, SN, USN; John G. Guttermuth, EMC, USN; Norman H. Walker, SN, USN, and Henry D. McFarland, EN1, USN.

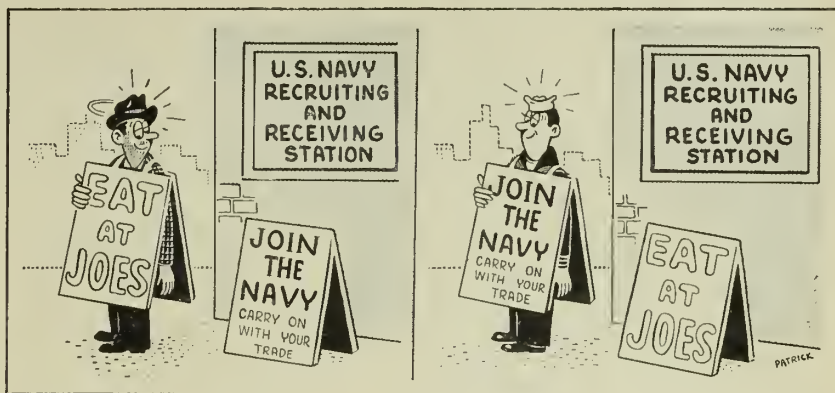
These men did almost superhuman rescue work when two gigantic waves washed 12 men overboard. One man, Guttermuth, perished while trying to save a man who was unconscious and drowning. In his case the lifesaving medal was awarded posthumously.

Sole Survivors May Request Duty in Non-Combat Areas

Navy men or Marines who have had brothers or sisters killed in the service and who are themselves sole surviving sons will be considered for assignment to duty in non-combat areas if they so request.

This is being done in recognition of the sacrifice and contribution made by a family which has lost one or more sons or daughters who met death in the line of duty for their country.

Applications for non-combat duty may be filed either by the individual serviceman (via his commanding officer) or by his parents. For further details, see BuPers Circ. Ltr. 137-50 (NDB, 31 Aug 1950.)



GI Benefits for Persons Now Entering Active Duty

Persons entering or returning to naval service—enlistees, inductees, Reservists and retired personnel—may establish eligibility for certain veterans' benefits based upon this period of service, provided they subsequently meet the other eligibility requirements involved.

This information, presented in BuPers Circ. Ltr. 117-50 (NDB, 31 July 1950), was offered in response to questions concerning eligibility for veterans' benefits of persons now entering upon a period of active duty. Such questions had arisen because of the present expansion of the Navy due to the Korean question.

The directive invites attention to the pamphlet entitled *Federal Benefits for the New Peacetime Veterans of the U.S. Navy*, dated February 1950. (NavPers 15820-B). This pamphlet outlines the eligibility requirements and deadline dates for benefits available to persons who entered the naval service after 25 July 1947. The information in this pamphlet is applicable to those now entering service. The pamphlet may be obtained from district publications and printing offices in accordance with BuPers Circ. Ltr. 111-50 (NDB, 15 July 1950). It is of value in enlarging upon the information provided by the circular letter being discussed. The latest available revision is currently correct with one exception. A recent modification to the deadline date for reemployment rights has been extended to persons entering or returning to service prior to 9 July 1951. The previous date was 24 June 1950.

Additional information on veterans' rights and benefits for those now entering and those already in the

service may be obtained from the civil readjustment officer aboard each activity. All persons interested in veterans' benefits should go to this officer. Questions on National Service Life Insurance should be directed to the benefits and insurance officer.

BuPers Circ. Ltr. 117-50 provides a check-list on veterans' benefits at present available to the personnel in question. It covers reemployment rights and other benefits for persons entering service, and benefits for survivors of persons entering service.

The directive points out emphatically that service entered into after 25 July 1947 does not establish eligibility for any of the benefits of the GI Bill—Servicemen's Readjustment Act of 1944, as amended. "It is important," the letter states, "that this point be borne in mind when advising on veterans' affairs."

10 Life-Long Buddies Complete Boot Training

Shades of the four musketeers—no, not just four but 10 life-long buddies have completed recruit training together at the Naval Training Center, San Diego, Calif.

The 10 had previously graduated from Capitol Hill Senior High School, Oklahoma City, Okla., in the same class and had decided to enter the naval service together.

Four of the "gang" are cousins. They are J. E. Emerson, SA, USN; J. Bell, SA, USN; John Black, SA, USN, and James Bollinger, SA, USN. The others are Carol Wilkins, SA, USN; Donald Boles, SA, USN; Sam Neighbors, SA, USN; Eldon Clopton, SA, USN; Gene Stieger, SA, USN, and John Pritner, SA, USN.

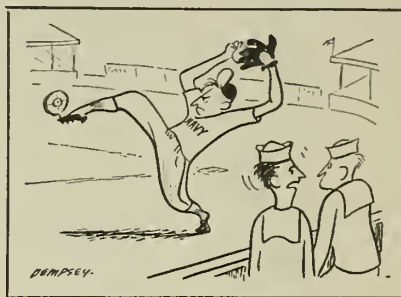
Emergency Dependents Assistance Law Passed

Providing new quarters allowances and an important temporary revision of existing pay law, the Dependents Assistance Act of 1950 has been signed into law by the President. Introduced as S. 4071, the bill was rushed through Congress.

The law is an emergency measure, retroactive to 1 Aug 1950 and scheduled to terminate 30 Apr 1953. Its main provisions include easing of requirements as to where dependent fathers and mothers may live and establishing new rates for basic allowance for quarters.

Under the Career Compensation Act of 1949, a dependent father or mother was required to actually live in the household of the serviceman to make him eligible for basic allowance for quarters. The new emergency law suspends this provision, specifying that an affidavit of dependency from the father or mother would suffice as the main point of eligibility.

The new law also sets aside the Career Compensation Act in specifying that enlisted men of all pay grades are eligible for the quarters allowance by reason of having dependents. Previously, no enlisted men in the three lowest pay grades or men of pay grade E-4 with less than seven years service were eligible for BAQ solely because of dependents. They were paid BAQ if no government quarters were available for their own needs and for that



"He's our strike-out artist."

reason only, regardless of whether the man had dependents or not.

The emergency law also provides an increase in quarters allowance for men of the top three pay grades and also men of pay grade E-4, if they have more than two dependents. If they have only one or two dependents, the BAQ payment is the same as under the Career Compensation Act—\$67.50 per month.

Under the Career Compensation Act, the Navy paid BAQ direct to the serviceman as part of his monthly check. The new law provides that it must be paid to the dependent in addition to an allotment from the serviceman's pay. Allotments are required to include the BAQ plus \$80 per month for pay grades E-7 and E-6, \$60 per month for pay grades E-5 and E-4, and \$40 per month for the three lowest pay grades.

One section of the emergency law provides that the Secretary of the service concerned has authority to direct the payment of BAQ, together with the proper allotment from monthly pay, to dependents of servicemen even if he has not claimed the allowance or made out an allotment. This may be done "with or without the consent of the enlisted member concerned," the law states.

The new table of monthly basic allowances for quarters is as follows:

	1 dpdt.	2 dpdts.	Over 2 dpdts.
E-7	\$67.50	\$67.50	\$85
E-6	67.50	67.50	85
E-5	67.50	67.50	85
E-4	67.50	67.50	85

	1 dpdt.	2 dpdts.	Over 2 dpdts.
E-3	\$45	\$67.50	\$85
E-2	45	67.50	85
E-1	45	67.50	85

Congressional Action Taken On Bills of Importance To the Naval Establishment

Below is a roundup of Congressional action on bills of interest to the naval establishment, showing developments since the last summary appeared in ALL HANDS, September, p. 53.

Record Review — S.780: Reporter by House Armed Services Committee; to authorize the Secretary of the Navy to review the records of commissioned Navy and Marine officers who failed of advancement during World War Two.

Servicemen's Voting — H.R. 9481: Introduced; to amend the act of 16 Sept 1942 so as to facilitate voting by members of the armed forces absent from their places of residence.

UMT Plan — H.R. 9487 and S. 4062: Introduced; to provide for the common defense by establishing a universal training program.

Alien Spouses — S. 1858: Reported with amendment by the House; to permit the admission of alien spouses and citizen members of the armed forces.

Allowance Retention — H.R. 9259: Introduced; to permit members of the uniformed services and their dependents to occupy substandard quarters on a rental basis without loss of basic allowance for quarters.

Atrocity Killings — H.R. 9264: Introduced; to provide for the receipt and adjudication for the claims of survivors of members of the U.S. armed forces who, as prisoners of war, were illegally killed in the Korean theatre.

Reserve Vessels — H.R. 9265: Introduced; to assure the repair of vessels in the National Defense Reserve.

Service Strength — S. 3939: Passed by Congress and signed by the President, now Public Law 655; to suspend the restrictions on authorized strength of the armed services.

Specialists Draft — H.R. 9358: Passed by Congress and cleared for the President; providing for the draft of doctors and dentists required by the armed services.

Quarters Allowance — S. 4071: Passed by Congress and signed by the President, now public law; to provide allowances for enlisted members of the uniformed services. (See story at left.)

Handy Check List Issued For Navy Publications

A handy check list of Navy publications to be carried by Navy ships and aircraft squadrons is contained in BuPers Circ. Ltr. 132-50 (NDB, 31 Aug 1950).

The list is divided into three categories of publications—"required," "recommended," or "issued upon request"—together with the number to be carried on board the various ships by type. All aircraft squadrons carry the same number of the various publications.

Before submitting requisitions for the printed materials, the directive points out that an inventory should be made to determine requirements in the individual commands.

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs, Navacts, and BuPers Circular Letters, not as a basis for action. Personnel interested in specific directives should consult Alnav, Navact and BuPers Circular Letter files for complete details before taking any action.

Alnavs apply to all Navy and Marine Corps commands; Navacts apply to all Navy commands; and BuPers Circular Letters apply to all ships and stations.

Alnavs

No. 75 — Modifies medical data required in National Service Life Insurance applications.

No. 76 — Extends the provisions of Alnav 59-50 which concerns general appropriations.

No. 77 — Extends transportation of dependents and household effects to persons in pay grade E4 with seven or more years of service.

No. 78 — Makes changes to the new clothing-allowance regulations.

No. 79 — Changes the phrase "31 Aug 1951" which appears in Alnav 76 to read "31 Aug 1950."

No. 80 — Supersedes BuShips directive 102241Z, regarding purchases of supplies and material for ships.

No. 81 — Concerns free-mail privilege for U.S. armed forces in Korea.

No. 82 — Gives instructions regarding procurement of civilian clothing outfits.

No. 83 — Concerns the voluntary separation of officers and women personnel from the naval service during the current situation.

No. 84 — Announces the convening of a selection board to recommend officers for temporary promotion to rear admiral.

No. 85 — Concerns travel-allowance payments and lump-sum payments for unused leave.

No. 86 — Gives information on applications for entry into the Naval Academy.

No. 87 — Concerns travel allowance—non-payment of, in most cases—for dependents who travel to Pacific areas, including Hawaii and Alaska, at own expense.

BuPers Circular Letters

No. 116 — Announces combining of certain enlisted ratings, establishing of others.

No. 117 — Concerns veterans' benefits for persons now entering the service.

No. 118 — Announces scheduling of service-wide competitive examinations for advancement in rating.

No. 119 — Gives per diem allowances for members of the U. S. Navy and Marine Corps outside the continental U. S. or in Alaska.

No. 120 — Lists naval officers promoted.

No. 121 — Gives information regarding professional examinations for officers.

No. 122 — Gives information about a correspondence course in economic mobilization offered by the Industrial College of the Armed Forces.

No. 123 — Gives instructions regarding procurement of magazines for ship and station activities.

No. 124 — Modifies age requirements for transfer of Reserve and former Regular and Reserve Nurse Corps officers to the Nurse Corps of the U. S. Navy.

No. 125 — Gives information on new training films.

No. 126 — Concerns promotion to commissioned warrant grade.

No. 127 — Regards awards of the Presidential Unit Citation and the Navy Unit Commendation.

No. 128 — Lists naval officers promoted.

No. 129 — Gives information on amendments to instructions for assigning designators for officer personnel.

No. 130 — Provides information on uniforms for flight nurses.

No. 131 — Designates the number of copies of officers' orders to be furnished BuPers.

No. 132 — Concerns issuance of publications requirements list for individual ship classes and aircraft squadrons.

No. 133 — Announces that enlisted women will no longer be utilized in three aviation ratings.

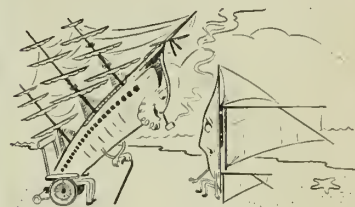
No. 134 — Gives information on safeguards at swimming pools on naval reservations.

No. 135 — Gives information on a new standard liberty pass.

No. 136 — Concerns obtaining and distributing information about housing conditions at various points.

No. 137 — Gives policy regarding the assignment to duty of sole surviving sons of war-depleted families.

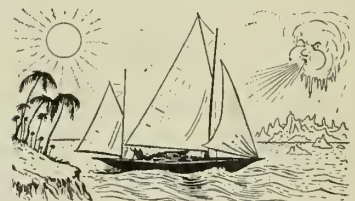
In this day of science and invention, it is startling to know that the Navy still has a few sailing vessels in use—aside from the historical relics such as USS *Constitution*, *Freedom*, *Vamaria*,



Highland Light, *Spindrift*, *Saluda* and *Royono* are their names. They aren't large ships by modern standards, but they're bigger than Columbus's two smallest ones were.

* * *

These ships are one-masted and two-masted sailing yachts, 55 to 89 feet in length; up to 80 tons in displacement. While usually staying close to their home ports, they are large



enough to go anywhere with proper handling. They are of wood construction, but of recent build. Each has compromised with modern times to the extent of having a small auxiliary engine.

* * *

Saluda alone, of the six, is commissioned. All are called IXs—which means "unclassified auxiliaries." Four of them are based at Annapolis, one



at the U.S. Naval Air Station, Patuxent River, Md., and one at San Diego, Calif. They are used for training—an up-and-coming mariner can learn a lot about the feel of the sea in a sailing vessel—and for recreation.

BOOKS:

SOME DANDY READING IN SHIPS' LIBRARIES

The BuPers library people came up with an *unusually* good bunch of books this month. Here are some of them that the Navy bought for ship and station libraries.

★ ★ ★

• *Kon-Tiki*, by Thor Heyerdahl; Rand McNally and Company.

"It was ourselves and our proud vessel which made such a completely hopeless, lunatic expression on us the first time we saw the whole thing at a distance. The raft looked exactly like an old Norwegian hayloft lying helpless, drifting about in the open sea—a warped hayloft full of sun-burned bearded ruffians."

Once, many months before, a message had gone out to five hardy men: "—Am going to cross Pacific on a wooden raft to support a theory that the South Sea islands were peopled from Peru. Will you come? Reply at once." And that is how six brave and inquisitive souls happened to be taking turns paddling off in a rubber dinghy for a mid-ocean look at their funny ship. Once, too, the wind was stronger than they thought, and their craft just about ran away from them. . . .

Almost everyone has heard about the epic voyage of the six Norwe-

gians from Peru to Polynesia on a primitive raft, by now. Many will remember seeing a brief account of it in a well known pictorial magazine. Here is a chance to read about the 4,300-mile 101-day voyage—to follow each hour of the adventurers' strange and wonderful life aboard the raft. Many splendid pictures. Absolutely a top-notch book.

★ ★ ★

• *Owen Glen*, by Ben Ames Williams; Houghton Mifflin Company.

Owen Glen is an important new link in the chain of Ben Ames Williams' novels on our national scene. All America is ore for his mill, whether he writes of the up-country village of Fraternity, Maine, or a spacious plantation of the pre-Civil War South.

This book takes us to Hardiston, Ohio, a coal mining town, in the 1890s. There Owen Glen, the son of a coal miner, is growing up—and learning the secrets of the coal mining business, both below the ground and above. Before he is 13 he begins to work in a coal mine; before he is 20 he is an officer in his own sub-district of the union.

There are other people in the book, besides the Glen family—a whole town full of them, with the same fames and follies possessed by people everywhere today. If you ever lived in a small town you will recognize this one—one of the small towns out of which grew the U.S. of today.

★ ★ ★

• *The Story of a Stanley Steamer*, by George Woodbury; W. W. Norton and Company.

If you are interested in automobiles and have got into conversations about them—and what young American man isn't, and hasn't?—you have heard of the fabulous Stanley Steamer. Built 40 years ago, and more, the car could out-perform—except in braking—anything on the road today. Well, *almost* anything, anyhow.

George Woodbury, an ex-archaeologist who is also a mechanic and a sawmill operator, decided a while back that he wanted a Stanley Steamer. After scouring half of New England, he found one—minus a boiler. After months of work and

much tribulation, he had it running like new. And what a dream-boat it was! —Or is, for at last report it was still ready for action.

Thirty-two pages of illustrations, including a rare reproduction of original Stanley Steamer literature.

★ ★ ★

• *Preble's Boys: Commodore Preble and the Birth of American Sea Power*, by Fletcher Pratt; William Sloane Associates.

This, as the title would indicate, is a book about some of the doughty men who midwived the U.S. Navy's birth into the world of sea powers. These men were understudents of the great Commodore Edward Preble, who died in 1807, or followers of patterns and traditions first sparked to life by him.

Mr. Pratt shows us here the nautical careers of American naval heroes whose names are familiar to almost everyone, and of those too who heretofore have been rather obscure. We see living again such notables as Stephen Decatur, Isaac Hull and David Porter; William Bainbridge, James Lawrence, Johnston Blakely and Daniel Todd Patterson.

Students of naval history will find a treasurehouse here; anyone who likes true accounts of heroism on the high seas should read it. Some will find the style a bit catchy and unpredictable, with spots of hard going.

★ ★ ★

• *Hollywood, the Dream Factory: An Anthropologist Looks at the Movie Makers*, by Hortense Powdermaker; Little, Brown and Company.

In this unusual book a lady anthropologist who once studied South Sea islanders in their natural surroundings tells of her studies of Hollywood people in theirs.

While a scientific study of Hollywood life—wild and domesticated—perhaps could not avoid having its amusing aspects, this book is no burlesque. The author "plays it straight." Here we see all the different kinds of actors, the different kinds of producers, the different kinds of writers; how they happened to get to Hollywood, how they got where they are on the ladder of success, what they think of being there.

The unusual aspects of Hollywood are shown, along with the more conventional aspects. But they aren't given any more space than they deserve.



DARING voyage across the Pacific by raft which covered 4,300 miles in 101 days is recorded in top-notch book.

ALL HANDS BOOK SUPPLEMENT

Man-O'-War's Men



EN ROUTE TO CAPE HORN: 1839

Peacetime events on the U.S. frigate *Constitution* are dealt with in this narrative by Fore-topman Henry Mercier.

Man-O'-War's Men



In 1839 there was no vessel that Navy men liked to serve on better than "Old Ironsides," the U. S. frigate Constitution. She was already the Navy's most famous ship at that time, as she is to this day.

Part of her fame had come from her battle successes over such British vessels as Guerriere, Java, Cyane and Levant. Perhaps more came from the poem "Old Ironsides," which Oliver Wendell Holmes penned after learning the Navy had plans for dismantling her. So much public sentiment was aroused that the stately old ship, instead of being done away with, was rebuilt in 1833 and as of this day is a national shrine, reposing in her berth at Boston Naval Shipyard.

With everything braced up sharp and all a-tanto in her day, she was a fast sailer by the wind and few vessels could come up with her. Her masts were taller than similar British vessels, and her 44 guns or so were of longer range. And, from a crewman's viewpoint, she seemed to be always good duty.

So it was in 1839 when an enlisted man by the name of Henry J. Mercier reported on board. At the time, Constitution was in Norfolk taking on provisions for a

trip that was to be, eventually, 45,000 miles long. The route was down the East Coast of the Americas, around Cape Horn, north on the Pacific side all the way to Ecuador, then back again the same way.

During the course of that cruise, Mercier wrote a book of what he saw on board, of the man-o'-war's men and their conversations and happenings. Entitled "Life in a Man-O'-War, by a Fore-topman," the book stands with the world's best literature of the sea for its faithful portraiture of the peacetime sailing Navy.

Of the man himself nothing is known. His name is mentioned in the ship's log at the time he reported on board and once when he returned from a liberty; beyond that there is no information. As a fore-topman he must have climbed the rigging of the foremast many times, furling and reefing sail to the commands from the deck.

Only three small episodes from this very worthwhile book are reprinted here. One deals with getting a sailing ship underway, one with small arms drill, and one with the grog ration. Grog was very much an element of Navy life at this time and until 1862, when it was formally abolished by Congress.

1. Outward Bound

On the twentieth of May the cry of "All hands up anchor," was vociferated in a stentorian voice by our boatswain, and the same reverberated along the different decks from the hoarse throats of his several mates. This is an announcement that causes a more than ordinary bustle on a man-o'-war: everyone from the first lieutenant down to the most diminutive side-boy is immediately on the alert. All business and pastime are forthwith thrown aside, and even the disciples of the lower regions—holders, wardroom and steerage boys, galley cooks and sick-bay assistants, who seldom, save in cases of sheer necessity, see the bright canopy of heaven—have at this summons to show their smoke-dried physiognomies in the open air.

All was now a scene of life and bustle—carpenters shipping their capstan bars, tierers and holders getting their hook-ropes and chain-hooks in readiness, topmen passing the nippers around the chain, quarter gunners and idlers stretching their messenger along, the marines with buoyant spirits rendering all assistance in their power towards weighing our ponderous anchor.

"Man the bars" now sonorously resounded from the speaking trumpet of our first lieutenant. The word was electric. Each one was at his station in a moment; the fifer trilled off two or three notes to show that his instrument was in complete order for the occasion; the

after-guard stationed at the capstan bars, took up their positions with distended arms, to give the greater force to their first movement; the mizzen-topmen seated themselves comfortably on deck close to the messenger, blessing their stars for having such a sinecure. The order to "heave round" was now given; the fifer made the gun-deck re-echo with the lively and applicable tune of "Off She Goes."

"All hands make sail," was now thrillingly proclaimed by the boatswain and his mates, and a scene rife with bustle and liveliness immediately took place. The several sail-loosers were already in the rigging, panting with eagerness for a display of their agility, the topmen watching each other with jealous eyes to see that no advantage was taken on either side. At the next order all were in motion, scrambling aloft with the dexterity and nimbleness of monkeys, and spreading themselves along the several yards at the word "lay out," with exact regularity. The topsail-sheets and halliards were stretched along and manned, and the first lieutenant enquired if all were ready aloft.

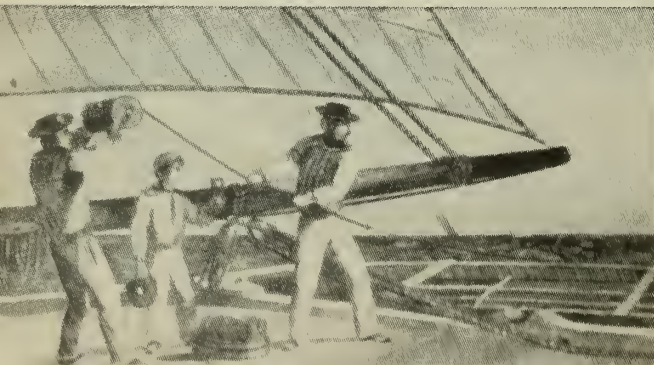
"All ready, sir," was the response from half a dozen eager voices.

"Stand by . . . let fall."

The heavy sails, as if by magic, now burst from the gaskets that had held them in such secure and graceful folds, and as the merry notes of the shrill fife re-echoed amongst the adjacent hills, sail after sail was made, the anchor was catted and fished, the yards were trimmed to the wind. Our old frigate began to feel its influence, and she was soon walking the waters like a thing of life, leaving happy shores of Columbia in the distance.

The lofty studding-sails were now set to the inspiring breeze, and many of our youthful adventurers perceived from their exalted stations aloft the land that contained, perhaps, some fond, doting mother or loving, affectionate sister disappear from their gaze.

"Well," remarked my loquacious friend Bill Garnet,



whilst engaged in coiling down nippers before stowing them in the hold, addressing a green Vermonter who had but a few weeks before sold his milk wagon and donned the sailor rig, "I guess, Nathan, our cruise has commenced at last. We'll have pleasant weather enough as far as the *line*, and then look out for a scorching!"

"What," enquired our greenhorn, "is it tarnation hot down there?"

"Hot?" continued Garnet, who, knowing the simplicity of his auditor, was now determined to *fling the hatchet*, as sailors call it. "Why, I've seen the buttons melt on the marines' jackets and run on the deck like hot lead, and a messmate of mine at the maintop-halliards one day, happening to fall asleep with his hat off, the sun shone on his *cocoa-nut* with such a powerful focus as to set his hair in a complete blaze, and if not for the captain of the after-guard passing along with a bucket of water, which he immediately threw over him, ten to one he would've burned up. So keep a sharp look-out, Nathan, when we're on the line, how you lay down to *caulk* in the sun with your hat off."

"I will that, I warrant you. But tain't as hot as all that about this here Cape Horn, is it?" enquired the Vermonter.

"No, no," replied Bill with a grin, "I reckon you'll find it ain't by a long chalk, for by a bit of calculation I've made, we'll double the cape in October or November, I'm thinking, and if you don't smell hell then, my name ain't Garnet."

"Why, how do you mean?" eagerly enquired our Green Mountain boy. "Does it storm almighty hard down there?"

"I reckon you'll find it does," continued Garnet, "if the old cape is in the same place it was when I doubled it last. If we didn't have some screamers off there then, I don't know what a gale of wind is. Why, one night, clapping a close reef in the foretopsail, it blew so infernal hard as to whip the large brass buttons slap off the starboard side of my pea-jacket. One of them hit old Kraut, the Dutchman, who was at the lee dog's-ear, *bim* in the eye and knocked it out as slick as if he was gouged by a Kentuckian, for which he gets a pension to this day. Jack Billings, the captain of the top at the earing, enquiring what the matter was, received another slap down his throat, which makes him speak thin ever since. That's what I call blowing."

Garnet would have dished up our Vermonter half a dozen other yarns equally wonderful, did not the unceremonious voice of the boatswain's mate, calling his name coupled with an epithet or two common in sailor phraseology, summon him hastily to the quarter-deck. Our old frigate was now walking off under a crowd of sail, and we all had an opportunity of observing, from the velocity with which she moved through the water, that "Old Ironsides" was as quick on the heel as ever.

II. The Sailor's Drill

Our "skimmer of the seas" is now with easy pace dividing the waste of waters between Vera Cruz and Havana. The weather is beautiful in the extreme, and we take advantage of its serenity to exercise our small-arms men at the use of the musket, together with the military evolutions of marching and counter-marching, which to an old salt is anything but agreeable.

Our mast-at-arms of the ceremonies on these occasions (being an ex-military character himself, of which he is

not at all vain, for the epithet of *soldier*, which is often lavished on him, is anything but palatable) and when he gets a batch of old, weather-beaten sea-dogs on the quarter-deck to drill, he is the more precise and particular with every movement, knowing that such is their abhorrence; but in some instances he is obliged to knock under, for our wags take this opportunity when an officer is not with ear-shot, of striking some similes and making some *home* remarks that shave but too closely our *pro tem* drill sergeant, all of which he appears to take in good part, for he cannot well do otherwise, and joins in the laugh that almost makes him sick.

"Lay in the starboard gangway all the sixth division, with your muskets," bellowed forth a boatswain's mate on a delightful afternoon as we were moving along imperceptibly, so still and placid was everything around.

"Well, I'm blowed if this ain't too bad," broke forth old Bowser, the forecastle man, with a countenance anything but beaming with smiles. "Here I've just got my *donnage* all out to mend up a bit, and now I must go and handle that cursed musket for an hour or so."

"Oh, I don't mind the shouldering arms, and prime and load, and the like of that, a cent," remarked another of the division just called. "It's all right enough, a fellow should understand these sort of things in action, you know. But that right shoulders forward, and mark time, and right about face, and all that stuff the master-at-arms is so fond of. What's the use of it, I'd like to find out. I'm stationed in the *top* at quarters, and that's not exactly the place to wheel about, and dress back, and march two paces forward, and such like."

A long line of this *awkward* squad was now drawn up the whole length of the starboard gangway, and amongst them many of our *ship's growls*, old customers who had spent their life-times on board a man-of-war, and who of course consider the privilege is allowed them of venting their peevish spleen on all around, and which they put in force on every occasion, however trifling. You could perceive by the angry contortions of their grim countenances that they did not at all stomach the military tactics they were about to be drilled into.

"Attention!" peremptorily called out the drill sergeant. The men looked at him 'tis true, but the greater part of them were paying more attention to their white frocks, to endeavor to keep them from coming in contact with the well-oiled barrel of the muskets and thereby leave a stain behind.

"Shoulder arms! Flukes, you've got your musket on the *wrong* shoulder," he said, addressing himself to a maintop wag. "Do you hear me?"

"I'll bet you a dollar I've got it on the *right* shoulder," responded the wag.

"But don't you know the *right* shoulder is the *wrong* one?" cried Pat Bradley, our Hibernian being one of the squad now drawn up for review.



Man-O'-War's Men

These little attempts at wit caused a giggle throughout the rank, and the master-at-arms again went on with the exercise. "Load by twelve words of command: Load! . . . Handle cartridge! . . . What are you about, Dobbs? Why don't you go ahead the same as the others?"

"I was waiting for the twelve words of command; you've only given two of them yet," remarked this soft-headed tar.

"Now remember," cried Drill, after they had come to a shoulder, "remember at the word *aim*, you bring the *left* heel in the hollow of the *right* foot, and keep the piece firm against your shoulder. Now then: Ready! . . . Aim! . . . Why Flukes, you're not in the right posture; what did I remark just now?"

"Why damme, ain't my *starboard* heel chock in the *bight* of my *larboard* foot, and what more do you want? But if 'twill suit you better, here's 'bout *ship* and stand on the *other tack*." He shifted his position accordingly, with a knowing leer at the master-at-arms.

"At the word *load*, remember to bring the piece level with the eye."

"I say, Swipes, if that's the case," remarked Bradley, addressing himself to an almost broken-down piece of *live lumber*, whose *peepers* were somewhat obliquely set in his head, "you'll have to keep your piece perpendicular, for I'm sure you'll never be able to bring it level with that weather eye of yours in God's creation, otherwise."

This sally caused another titter, and induced Drill to try them on a different scale. "Come now, form *two deep* and when I give the word *march*, step out together. Dobbs, you cover that man behind you."

"Why, I reckon he's got covering enough this warm day; he's got two pea-jackets over him," responded this soft simpleton, pointing to a fellow in his rear who was stretched out under a boat, snoozing it away in great style.

"The meaning of *covering* is, that you keep *exactly* in front of the man in the rear rank. Do you understand?" continued the drill-sergeant, addressing Dobbs. "Now then, right face . . . march!"

He had them situated now just as he wished it, and with a grin of triumph kept them pacing round and round the main and mizzen-masts, to the no little chagrin and mortification of some of the old stagers. "Bowser, why aren't you keeping your head erect? You'll never make a soldier."

"Nor do I want to, but I'm almost as good a *soldier* now as you are a *sailor*; and that's not much to brag on," answered the sheet-anchor man dryly. "Damme, do you think I was brought up with a *dog-collar* around my neck, as you were?"

"If you want to make old Bowser stand straight,"

chimed in Flukes, "you'll have to fish him with a couple of *squillgee handles*, don't you see; he's got *Saint Lorenzo* on his back."

"Mark time," now sung out this man of tactics. "Bradley—mark time!"

"Faith, master-at-arms," cried our Hibernian, "I am marking it off, damned sharp too, and mighty slow it appears to fly, for tain't seven bells yet."

"Don't you see," continued Drill, a little put out, "what I mean? Keep your proper step, without advancing until I give you the order, 'Forward'."

"Oh, now I understand you," responded Bradley, "this step puts me in mind of beating up Chesapeake Bay, with both wind and tide in your teeth. You make just about as much headway."

"Halt! Front! Now go through the loading again: Load! . . . Handle cartridge! . . . Tear cartridge! . . . Where's your cartridge, Flukes?"

"Damme if I know," cries the maintop wag. "I suppose it's in the magazine amongst the rest; where would you have it?"

"I mean, what do you do with your fingers?" testily remarked the master-at-arms, endeavoring to illustrate the last motion.

"What do I do with them? Why I help myself to a *tot* at the *grog-tub* three times a day with them, for one thing."

"I don't want any of your witticisms, Mr. Flukes; attend to your exercise."

Thus did he keep them marching and wheeling, counter-marching and pacing, sorely against their will, every moment calling forth some happy remark from one or other of them, until the bell struck seven. The officers of the watch then dismissed them, to give the "knights of the broom" a chance to clear up the decks for dinner.

III. The Grog Expended

On board a vessel of war, stopping grog is the most severe and heartfelt punishment that can possibly be inflicted on a son of Neptune. What a pitiful countenance will the poor wight put on who happens to be struck off the grog-list for a time, when he hears the drum-roll proclaim that the inspiring beverage is about to be served out, and what a wishful, all-absorbing glance will he cast towards the light-hearted crowd around the grog-tub, awaiting their turn to drink.

I remember a yarn once got afloat in our ship that the wages of seamen were raised but that the ration of grog was done away with. What a sensation this news produced! The subject was discussed among the smokers in the galley and again brought on the carpet by the old sheet-anchor men on the forecastle, and many of them who had grown gray in the service condemned it as the very worst of policy and predicted that Uncle Sam's ships would many a time and oft lack hands in consequence.

We had a continuance of delightful weather after we left Rio for several days, and every one labored under the most sanguine expectations that we would double the cape with studding-sails set, an occurrence not very common, particularly at this season of the year. After we passed the Falkland Islands, the weather began to grow gradually colder, and all the several articles of clothing that had been systematically patched and securely stowed away as a stand-by to ward off the cutting blasts of Cape Horn, were now brought into requisition.



One morning just after the watch's hammocks were piped up, as a crowd of light-hearted lads belonging to different parts of the ship were assembled in the weather gangway making their morning toilet with the assistance of a bucket of the briny element and an almost toothless comb, the captain of the hold came along, and every person could tell by his countenance that he had some information of great magnitude and importance to communicate.

"Well, old Shakings," cried a main-topman, "what sort of weather is it below in the cable-tier? Damme, you're quite a stranger on the spar-deck."

"I don't know how it is with the *cable-tier*, but I can tell you the news from the *spirit-room* is none of the best," responded Shakings.

"Why, what's the matter there?" eagerly inquired a dozen voices at the same time.

"I'm very much afraid," continued the captain of the hold, "that you'll fall short of whiskey before you double the cape."

"What!" cried old Bowser, "Fall short of whiskey? I'd sooner the bread-room or water-tanks would give out. The very thought of such a thing gives me a pain in the stomach. What reason have you got for sending this yarn about?"

"Why," cried Shakings, "I've been bulling the casks these two days. When we left Rio they thought there was some full ones in the ground-tier, but we had a *breaking-out match* yesterday, and not a drop could we discover."

"Oh, you're only poking fun at us, Mr. Shakings," cried Pat Bradley, "you know we are fellows that love this stuff and you're trying to make our hearts pant a little with this infernal news."

"Believe me or believe me not," answered Shakings, "it's a case with the whiskey, and you'll find it so, I imagine, before night. I'm going below now to see if I can possibly raise enough amongst the drawing of all the casks, to serve out at breakfast time."

This announcement, I can assure you, electrified not a few, and the little group in the weather gangway was augmenting every moment, as this unwelcome intelligence spread through the ship.

Breakfast was now piped, and all our toppers stood in breathless silence, listening with attentive ear to catch the inspiring roll of the drum, a prelude to grog. At length the joyful sound reached them, and with a murmur of approbation, and faces beaming with joy, they repaired with all the speed imaginable to the grog-tub.

During the forenoon our tars were congregated again on the fore-castle, discussing with true nautical eloquence the distressing effects that would accrue should there be a probability of the whiskey's failure.

"I can't believe it," cried old Bowser. "I've been in Uncle Sam's employ now steady for eighteen years, and such a thing as the whiskey's giving out I never heard of before in my life. Only think of it, shipmates—having to double the cape without our three tots—what would become of us!"

"The sick list would be pretty full, I imagine," remarked Flukes. "For my part, my messmates would be the gainers, for without my liquor I don't believe I could eat. They talk about stopping it, too, in the Navy altogether. My eyes, I'd go for two dollars a month less in a ship where grog was allowed."

At this moment Bill Garnet ran up the ladder leading



from the gun deck, and rushed in the center of the throng, chagrin and disappointment plainly depicted on his countenance. "Well, mates," cried Garnet, "'tis a case of the cholera with us now—there ain't a drop of whiskey in the ship."

"Where did you get your news from?" inquired Bradley.

"Why," continued Bill, "I went down in the spirit-room to lend old Shakings a hand to have another search, for you know I'd willingly work all night when whiskey was in the question, and we capsized and roused out everything in the shape of a cask, and not a *toothful* could we come at."

Garnet's distressing intelligence was corroborated by two or three others, who now made their appearance and affirmed that they saw the grog tub stowed below in the hold for a *full due*. The lovers of the inspiring beverage looked at each other for some moments with blank and rueful countenances, and shook their heads portentously.

"I tell you what it is, shipmates," cried Flukes, breaking the awful silence that prevailed. "Mark my words, we'll not carry this studding-sail breeze long, believe me. Cape Horn ain't going to let us pass without spitting a little of its spite at us, if it was only to punish us for leaving port without a full supply of whiskey on board."

"Who knows," scoffed a mizen-topman, "but what it's all fudge? 'Tis almost eight bells. Have patience a while, and if you don't hear the drum roll, why then we'll give it up for a bad job."

This faint glimmer of hope cheered their dropping spirits in some measure, and they waited impatiently until the bell's clang proclaimed it noon. Dinner was now piped, and minute after minute elapsed, but still the wished-for sound greeted not their ears.

At length some of them proceeded to the gun-deck, and with unfeigned horror perceived a void and empty space where the grog-tub was wont to stand. Instead of the light-hearted, joyous crowd that generally flanked it on every side, awaiting their call, a few straggling tars were lounging listlessly about, their sorrowful faces betokening that they were bewailing the absence of a beloved and much valued friend.



TAFFRAIL TALK

I AM the man whose identity you want to know. . . .

Identifying himself, Charles L. Furber, former motor machinist's mate and now of Tonkawa, Okla., brought to an end the search for "The Man in the Dungaree Jacket," shown in a picture in *ALL HANDS*, July 1950, p. 35. Unfortunately for the hopes of Mrs. R. Handley, of Monroe, Wash., it means that the picture was not of her son, first reported missing in action since the sinking of the carrier *Bismarck Sea* (CVE 95) on 21 Feb 1945, and later reported dead.

Taken on the Jap battleship *Nagato*, the photo of the man in the center of the back row looked like her son—meaning, if true, that he was alive half a year later.

ALL HANDS was called upon to help find out. We published the picture and heard from 20 or so people who thought they knew the man. None identified him as Raymond E. Handley. Several readers said he looked like an "old buddy" of theirs. Others placed him in such ships as *uss Missouri*, *Detroit*, *Heerman*, *Mattabesett* and *YG 33*.

Three members of the *Nagato* boarding party wrote in to say that the unidentified man was not from *uss South Dakota*, which furnished most of the boarders including themselves, but from *uss Horace A. Bass* (APD 124), which also had sent men. That jibed with a later letter from the officer in charge of *Bass'* men, who recognized the man and thought his name was "Gerber" or something similar.

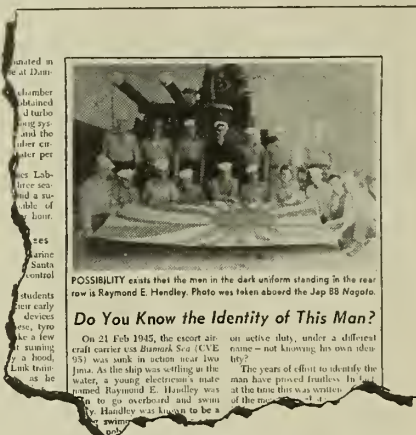
One of the last letters was from Lieutenant A. H. Marfleet, USN, former engineer and exec of *Bass* and now on duty in Boston, who hit the nail right on the head: "To the best of my recollection, the published photo is that of C. L. Furber, MoMM 3/c, assigned to duty at the time of the photo in the boat division of *uss Horace A. Bass* (APD 124)."

Furber, now a civilian, hadn't seen the *ALL HANDS* story until the Navy wrote to ask him if he were the much sought-after man. To his great surprise, he was.

★ ★ ★

Another letter enclosed a clipping about the PG 1590. Underway in Pearl Harbor, the escort vessel was escorting a group of Los Angeles visitors about the harbor. A petty officer, explaining the ship and its equipment to them, was stopped cold by a lady guest who spoke up from the rear: "Young man," she said, "are we aboard a submarine?"

The All Hands Staff



POSSIBILITY exists that the man in the dark uniform standing in the rear row is Raymond E. Handley. Photo was taken aboard the Jap SS *Nagato*.

Do You Know the Identity of This Man?

On 21 Feb 1945, the escort aircraft carrier *uss Bismarck Sea* (CVE 95) was sunk in action near Iwo Jima. As the ship was settling in the water, a young electrician's mate named Raymond E. Handley was seen to go overboard and swim. Handley was known to be a

on active duty, under a different name—not knowing his own identity? The years of effort to identify the man have proved fruitless. In fact, at the time this was written, the man was still at large.

MAN in rear center identified himself

ALL HANDS

THE BUPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget on 29 April 1949, this magazine is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given *ALL HANDS*. Original articles of general interest may be forwarded to the Editor.

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DISTRIBUTION: By BuPers Circ. Ltr. 162-43 (NDB, cum. ed., 31 Dec. 43-1362) the Bureau directed that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicated that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the directive.

In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issues.

The Bureau should also be advised if the full number of copies is not received regularly.

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Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corp. Requests from Marine Corps activities should be addressed to the Commandant.

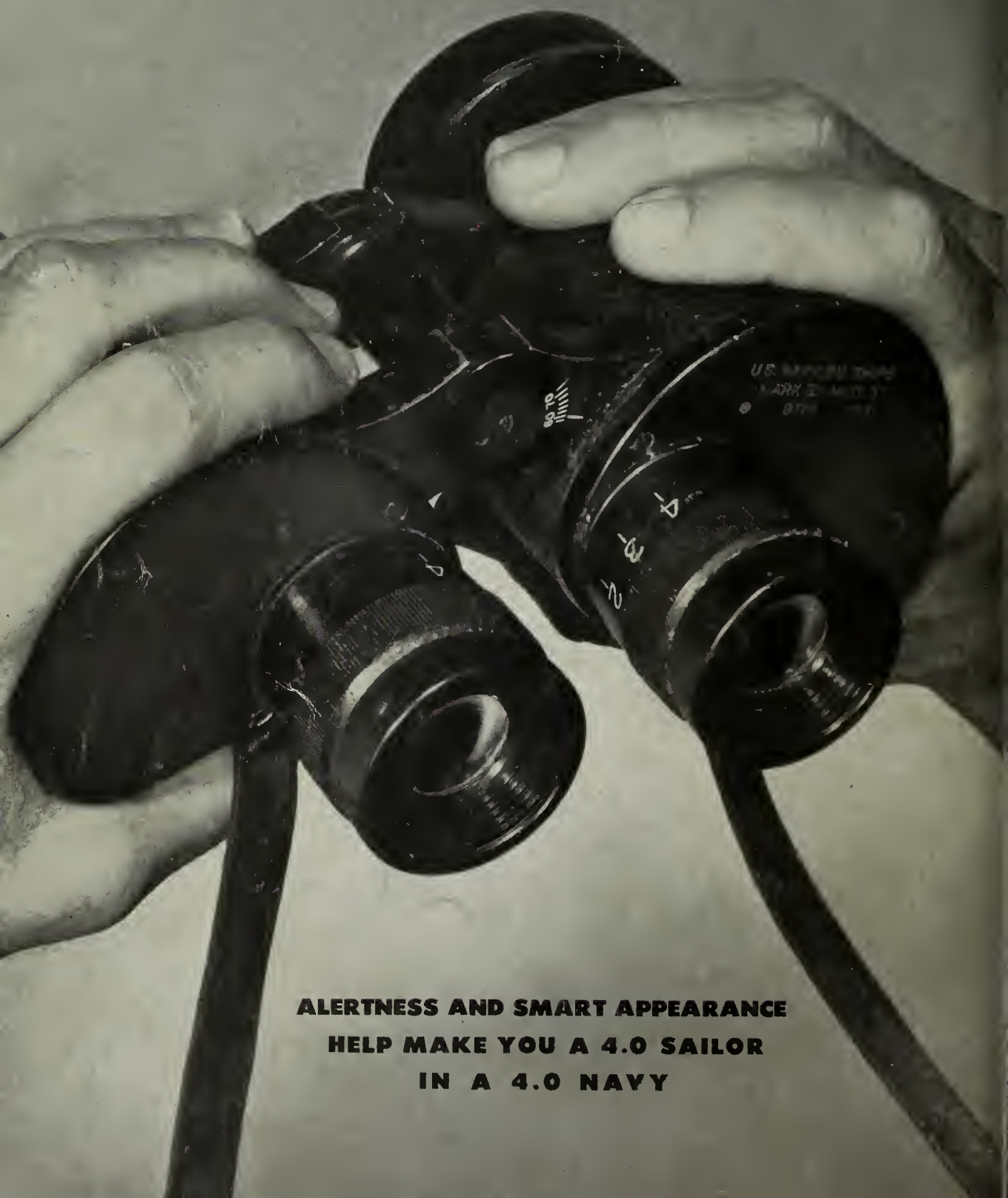
REFERENCES made to issues of *ALL HANDS* prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB" used as a reference, indicate the official Navy Department Bulletin.

• AT RIGHT: As work of activating the aircraft carrier *USS Princeton* (CV 37) starts at the Puget Sound Naval Shipyard in Bremerton, Wash., this gunnery crew begins cleaning the preservative from 40-mm. guns on the ship's stern. ➡



STERN TASK

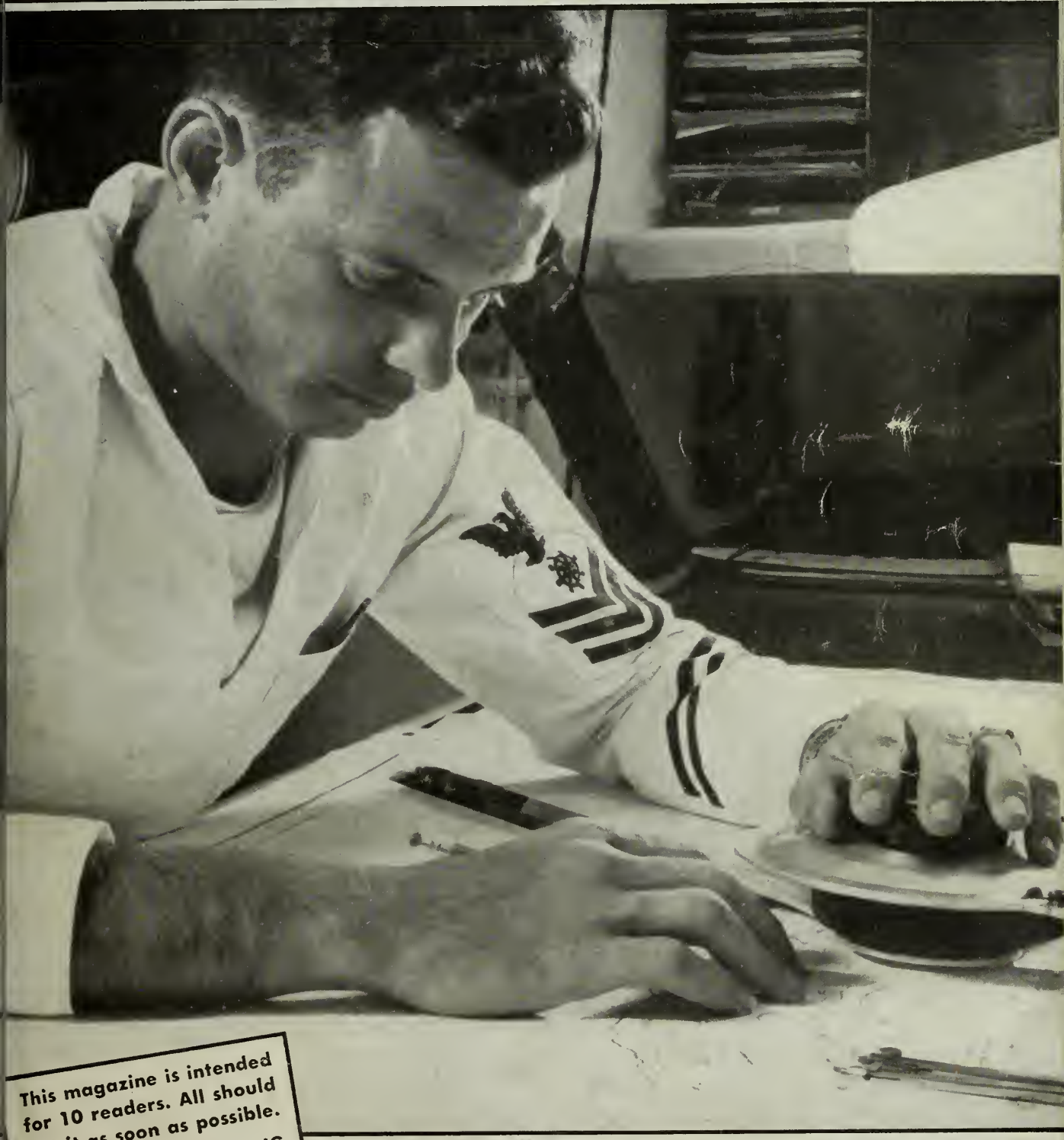
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HELP MAKE YOU A 4.0 SAILOR
IN A 4.0 NAVY**

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN



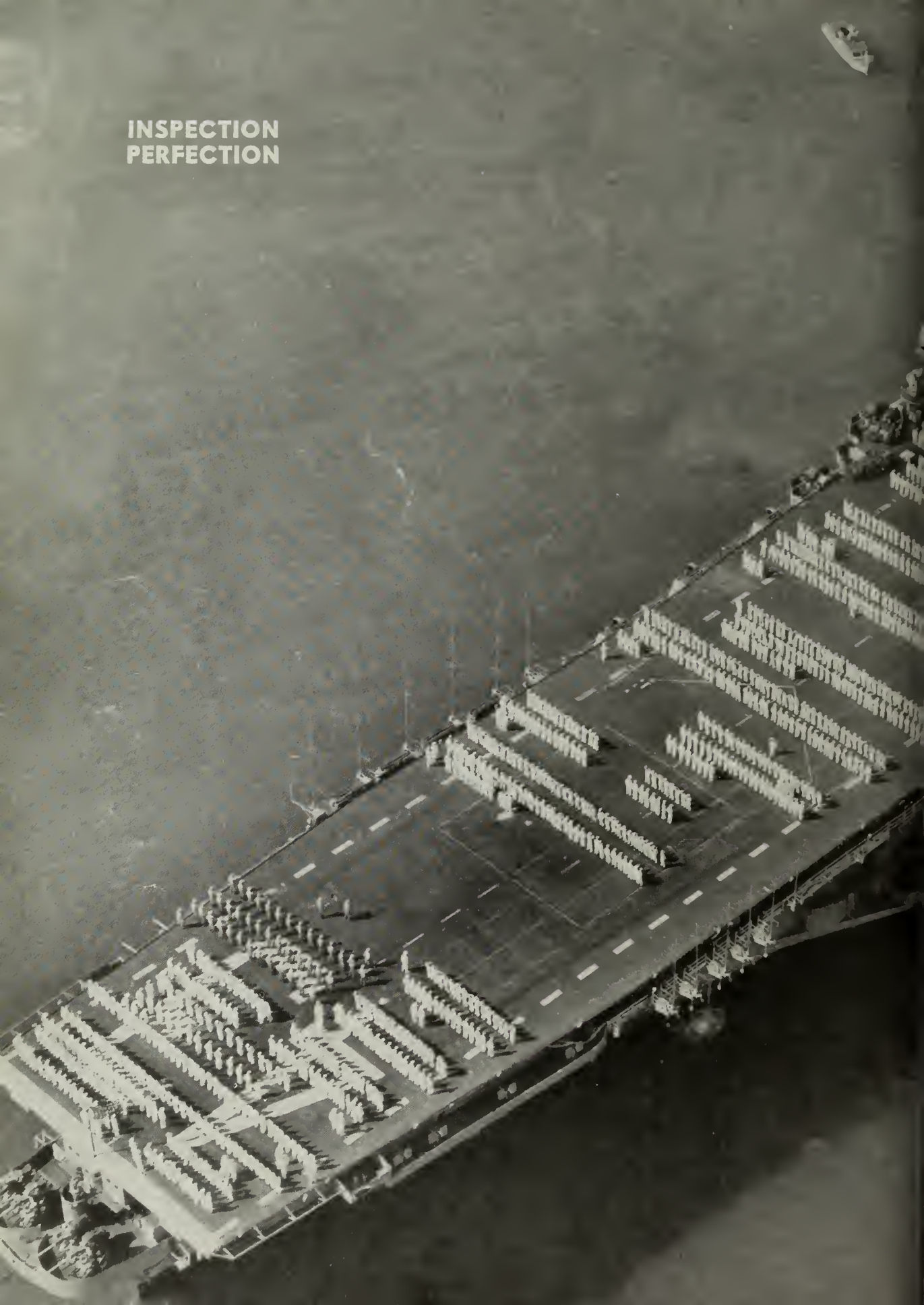
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for 10 readers. All should
see it as soon as possible.
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NOVEMBER 1950

**INSPECTION
PERFECTION**



ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

NOVEMBER 1950

Navpers-0

NUMBER 405

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The Chief of Naval Personnel

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TABLE OF CONTENTS

	Page
Navy Expands to Guard World Security	2
The Word	6
Removing Wraps from Fighting Ships	8
Corpsmen Serve Marines With Skill	11
Reserve's Preparedness Pays Off	13
Hop to Hawaii	17
Servicewise: News of Other Services	18
How the Navy Handles Your Allotments	20
Coed Airmen Training	24
Letters to the Editor	26

SPECIAL FEATURE:

Know Your Different Military Insignia	31
Insignia of the U.S. Armed Forces	32-33
Today's Navy	35
Sports and Recreation Roundup	41
Bulletin Board	43
Income Taxes Increased	43
USNRs Compete for Advancement.....	50
Clothing Allowance Boost	52
Special Shots Needed	55
Legislative Summary	56
Directives in Brief	56
Books: <i>History and Romance</i>	58
Book Supplement: <i>Baltimore Clipper</i>	59
Taffrail Talk	64

• FRONT COVER: At work in the chart house of one of Uncle Sam's fighting ships, a quartermaster assists the navigator in plotting the position of the ship.

• AT LEFT: The crew of USS *Caral Sea* (CVB 43) stands at attention on the flight deck.

CREDITS: All photographs published in *All Hands* are official Department of Defense photos unless otherwise designated: pp 20-21, top p. 22, James J. Belarde.



NAVAL POWER amassed at Inchon Anchorage, Korea. CNO recently announced 296 vessels are soon to join Fleet.

Navy Expands to Guard World Security



LOADING AMMO which will eventually find its way to a Far East target, early morning working party swings a big, 500-lb. bomb onto carrier's hangar deck.

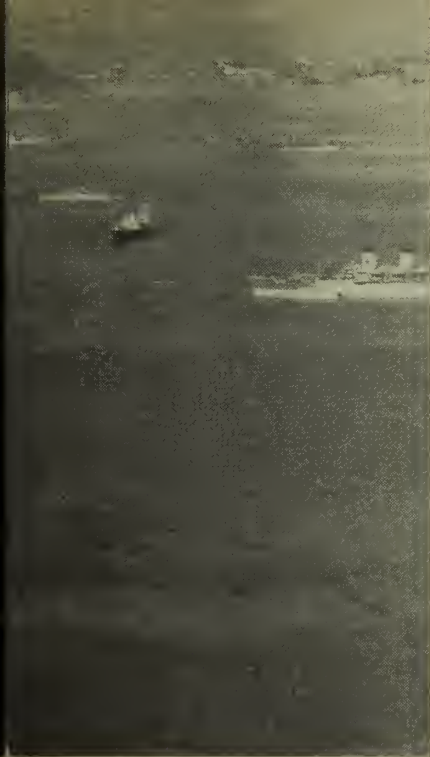
WITH South Korean troops operating over the 38th parallel and other United Nations forces awaiting developments, plans for the expansion of the U.S. Navy and Marine Corps as a deterrent to further aggression were laid before Congress by the Navy's top ranking officer.

Admiral Forrest P. Sherman, usx, Chief of Naval Operations, told the House Armed Services Committee that the Navy had money enough to raise its strength to about 500,000 by 30 June 1951. Future requirements, he said, seemed to call for an ultimate strength of about 612,000 men and 77,000 officers.

As for the Marine Corps, personnel strength would be 126,000 by 30 June 1951, the admiral stated.

Along with the personnel expansion, he said, the Navy plans to take out of the Reserve fleet 296 more vessels by 30 June 1951. Broken down by types, that figure includes one large carrier and two escort carriers, the battleship *New Jersey*, two cruisers, 32 destroyers, three destroyer escorts, five submarines, 20 minesweepers, 164 amphibious craft and 67 auxiliaries.

Thus, according to the figures provided in the testimony, the Navy's



CORPSMEN RELAX during lull in the fighting during Inchon invasion. Time is now with U.N. forces as the Navy continues its build-up of men and materials.

strength by 30 June 1951 would consist of the following vessels: 10 large and 10 small carriers, two battleships, 15 cruisers, 200 destroyers, 75 submarines, 118 mine control craft, 256 amphibious ships, and 255 auxiliaries.

All the active ships, the admiral said, would be manned by personnel on an average of about 85 per cent of war complement per ship.

At the time of the testimony, U. N. troops were preparing for the knock-out drive into North Korea. A few days later they were advancing at all points while a 37-ship U. N. fleet, led by *uss Missouri* (BB 63), was bombarding Chongjin and other North Korean ports within close proximity of the Siberian border.

Floating mines found their mark against the hulls of three U.S. Navy vessels, one of which—the minesweeper *Magpie* (AMS 25) — was sunk with a loss of 21 men missing. Twelve survivors were picked up by a sister minesweeper, *uss Merganser* (AMS 26), and taken to Pusan.

Previously, the destroyers *Brush* (DD 745) and *Mansfield* (DD 728) had struck floating mines but managed to make emergency repairs to allow them to reach port in Japan. United Nations destroyers and other craft had spotted and destroyed many other mines in Korean waters, all floating freely.

With the advantage in time, men and material all building up for the



DIRECT HIT scored on a bridge by a carrier plane during air attack. Below: MP eyes civilian for possible false moves as they get a free hand-out of food.





SHAVE AND HAIRCUT—Korean kids peer intently at Marine as he scrapes off days' growth. Below: Officer inspects barber's kit on its way to duty ashore.



United Nations forces, still another favor was changing sides—the weather. Korea's summer monsoon period, with its heavy rains that obscured sea and air support for ground forces, is over and winter is on its way in. Beginning in November the dry winter season ushers in generally clear skies and excellent visibility.

The North Koreans had invaded with the weather specifically in mind, and their choice was not wrong. In July, during the heaviest rainfall, air operations were halted for two and three days at a time. And during a critical period in early September, while the North Koreans built up their last-ditch attack in an attempt to reach Pusan, air support was curtailed by the bad weather for 48 hours.

Winter is the dry season in Korea because the prevailing winds come from the Asiatic continent, instead of from the moisture-laden Pacific. January is the driest month of the year, and the little snow and minor plane-icing should not hamper air operations or visibility for ship bombardment.

With Seoul cleared by Marines and Army troops and most resistance in the rest of South Korea at an end,



INCHON INVASION went like clockwork. General MacArthur stated the Navy and

Plans for Expansion

the United Nations forces had a chance to evaluate their work.

Bombardment by naval vessels was particularly effective, it was discovered. One report noted that craters more than a hundred feet in circumference were all that remained of enemy positions facing South Korean forces at one time. Some of them were eight feet deep, and each had been caused by a single shell from the 16-inch guns of *uss Missouri* (BB 63).

In one area, destroyer fire was found to have first uncovered dug-in enemy tanks and then destroyed them. During one South Korean advance, *uss Helena* (CA 75) worked over enemy positions for 77 out of 84 hours.

In the air, carrier-based planes are capable of flying more than 500 sorties a day since another *Essex*-class carrier arrived. "The Showboat"—*uss Philippine Sea* (CV 47)—had shoved off more than 3,000 sorties in about six weeks.

As to the joint work of the sea service, General Douglas MacArthur had a word to say after watching the clockwork invasion at Wolmi-Do: "The Navy and Marines have never shone more brightly than this morning."



Marines had never shone more brightly as he watched LSTs disgorge cargoes.



BUILD-UP of supplies of war material with which to fight Korean Communists was the result of the teamwork of many men, stateside and in Far East.



BAD NEWS for enemy (above). Below: LTJG David H. Swenson, buried at sea while DD *Lyman K. Swenson*, named for an uncle, guards in background.



THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

• **UNIFORMS** — Tests of the new enlisted man's uniform were conducted under operating conditions in the Atlantic Fleet to determine its serviceability.

Results of the tests indicate the great majority of personnel who participated in testing the uniform are pleased with the modifications. However, they found the "coat shoulder" of the jumper and the "fore-and-aft" outside creasing of the trousers made stowage unsatisfactory. Accordingly, the Chief of Naval Operations directed that a "shirt shoulder" on the jumper and "athwartship" inside creases on the trousers be used.

There was general agreement among personnel participating in the tests that the cuffless jumpers and trousers with pockets and zipper fly fronts improve but do not change the traditional appearance of the bluejacket uniform.

Shipboard personnel testing the

new uniform were instructed to report carefully all comment by other naval personnel and civilians on the appearance of the uniform.

Another test of the uniform under operating conditions is to be conducted in the Pacific Fleet, and any additional improvements which may be pointed out after completion of the Pacific test may be incorporated in the uniform.

The modified uniform is scheduled to replace the present uniform on 1 July 1952.

• **OFFICER EXAMS** — Officers studying for promotion examinations should check a new, revised bibliography of publications that has been brought up to date.

BuPers Circ. Ltr. 148-50 (NDB, 15 Sept 1950) contains the list of materials for study, revising a 1949 list.

One of the important changes is that, as stated in one of the enclosures, the completion of correspondence or resident courses in the past or future carries an exemption from the written examination for one grade only. Previously, exemptions were allowed for a maximum of two grades for completion of correspondence courses.

Another directive, Alnav 94-50 (NDB, 15 Sept 1950) lists dates in October and November for the convening of selection boards for promotions of captain and commander with five and four years in grade, respectively.

A later directive, Alnav 99-50 (NDB, 30 Sept 1950) refers to previous regulations in pointing out that officers to be promoted under Alnav 94-50 need not prepare for written examinations in either the operational or technical areas. The written examinations will cover only the executive area, with examinations for the other two areas to be made on the officer's record, and in view of the reduced scope of the written examination no exemptions for correspondence or residence courses will be allowed.

• **SURVIVING SONS** — An overall policy regarding "sole surviving sons" in all branches of the armed forces is now in effect. It is in all respects similar to the policy previously announced for the Navy and Marine Corps in BuPers Circ. Ltr. 137-50 (NDB, 31 Aug 1950). See **ALL HANDS**, October 1950, p. 55 for details.

It is pointed out that the policy is not to be interpreted to mean that sole surviving sons will not be assigned to overseas commands. Rather, they will be assigned, upon request, to duties "not normally involving actual combat with the enemy." Appropriate areas to which these men may be assigned will be designated by the major commanders concerned.

• **UNUSED LEAVE** — The restriction against paying personnel for unused leave and travel allowance imposed by Alnav 85-80 (**ALL HANDS**, October 1950 p. 6) has been lifted.

A new directive, Alnav 101-50 (NDB, 30 Sept 1950) states that the Comptroller General has ruled that enlisted personnel who voluntarily reenlist in accordance with Alnav 72-50 (NDB, 15 Aug 1950) are entitled to payment of travel allowance and lump sum payments for unused leave authorized.

SONGS OF THE SEA



Sailor's Wish

*I wish I were a bo'sun bold,
Or even a bombardier,
I'd build a boat and away I'd float,
And straight for my true love steer;
And straight for my true love steer, my boys,
Where the dancing dolphins play,
And the whales and sharks are having their
larks,
Ten thousand miles away!*

—Old Sea Chantey

Info Requested by BuPers For Officer Detailing

Because Reservists are replacing many Regular Navy officers in billets commonly filled by Regulars, the Bureau of Naval Personnel requests that the various ship and shore commands provide appropriate information to BuPers to aid in making officer detail decisions.

During the period of expansion, BuPers Circ. Ltr. 154-50 (NDB, 30 Sept 1950) points out, some activities will be in excess of allowances to enable training of Reserve officers before the Regular officer is reassigned.

The directive asks that the proper information be provided BuPers on the Rosters of Officers form (NavPers 353, Rev 10-48), taking care to insure that the prospective date of qualification of officers is correct.

First Waves to Be Recalled Involuntarily Are HMs

The first Waves to be recalled involuntarily to active duty are hospital corpsmen in petty officer first, second and third class rates. The plan was put into effect by the Navy because of the Korean crisis.

The number of hospital corpsmen to be recalled was not specified by the Bureau of Naval Personnel.

At the same time, voluntary enlistments were opened up to enlisted Waves in pay grade E-3—seaman, airman and so forth—for an obligated and guaranteed service of one year. Previously, among enlisted women, only Wave petty officers could volunteer for active duty.

• SAN FRANCISCO MEMORIAL—

November 12 was set as the date for the dedication of the *uss San Francisco* Memorial, honoring the cruiser of that name and the 100 members of her crew who died in the Battle of Guadalcanal. The memorial was being erected at Land's End, a prominent promontory of land near the sea at San Francisco, Calif.

The flying bridge of the cruiser, with some of its equipment, constitutes the major part of the memorial overlooking the sea.

Rear Admiral Herbert E. Schonland, usn (Ret), senior surviving officer of the cruiser who was awarded the Congressional Medal of Honor for his part in the action, is in charge of locating the addresses of the 800 survivors and the next of kin of the 100 who died.

The survivors and next of kin will be invited to attend the ceremonies, and may write or wire the admiral at the following address: Rear Admiral Herbert E. Schonland, usn (Ret), c/o Commandant, 12th Naval District, San Francisco 2, Calif.

• **TM RECRUITS** — A new school for training recruits in the torpedoman's mate rating is opening at the Naval Torpedo Station, Newport, R. I. Designated as a Class A school, it will be a component of the Class B Torpedoman's Mates School, which trains more experienced personnel for advancement to first and chief.

Tentative schedule of classes at

the new school calls for an input of 30 trainees every four weeks in the 16-week course. Of each input, 20 students will come from recruit training centers, and 10 from the Fleet. Classes commence this month.

• **DEPENDENTS' TRANSPORTATION** — The transportation of dependents to overseas areas in the Pacific is again being permitted—to a limited extent.

Since the beginning of the Korean situation the movement of dependents to Pacific bases has been banned. However, a new directive, Alnav 100-50 (NDB, 30 Sept 1950), again authorizes dependents to travel to certain Pacific areas provided each case is individually approved by the commands concerned.

Requests for entry of dependents into the Alaskan area are to be submitted to Com 13, via Com 17. For entry into those Pacific areas under the command of CinCPac, requests should be submitted to Com 12, via CinCPac. Those dependents not approved for entry into these areas, or whose entry is delayed for five months or more, are entitled to transportation at government expense to any point of selection within the United States.

Those dependents who were previously furnished transportation to a "point of selection" within the U.S. under the authority of SecNav directives issued in 1943, 1946 and 1947 may now be furnished transportation from such locations to the current overseas duty station of the person in the armed forces upon whom they are dependent, provided their entry is approved and travel is authorized.

All space available for passage on government carriers, except for personnel going on emergency, regular, or renewal of contract leave, has been suspended. However, space will still be provided for dependents who are stationed outside the continental U. S. to accompany military personnel on any of the above types of leave.

Household goods may also be shipped to overseas bases at government expense under the current household goods regulations. Authority to ship privately owned automobiles to overseas bases on a space available basis has been renewed, provided they do not displace any government freight.

QUIZ AWEIGH

The top subject here, takes to the air
For this month's guessing bee;
And for the arm are the middle pair,
The bottom one rides the sea.



- Those up on their aviation should recognize this twin-jet (a) F9F Panther (b) F2H Banshee (c) F7U-1 Cutlass.
- It is designed especially for (a) long-range reconnaissance patrol (b) carrier operation (c) high-speed combat photographic work.



- The distinguishing mark (left), worn on the right sleeve of the uniform, designates (a) gun rangefinder operator (b) master horizontal bomber (c) aerial photographer.
- The distinguishing mark on the right would be worn by (a) expert navigator (b) rifle sharpshooter (c) gun pointer, first class.



- The vessel above is (a) a repair ship (b) a seaplane tender (c) a high-speed transport.
- This type of vessel is named for (a) places of historical interest (b) characters in mythology (c) Indian chiefs.



OMINOUS CLOUDS form a symbolic background as the mighty carrier *Princeton* is readied for action at Bremerton.

Removing the Wraps from Fighting Ships

TYPICAL of U.S. Navy ships awakening from hibernation in the reserve fleets is the aircraft carrier *USS Princeton* (CV 37), emerging from cocoons at the Puget Sound Naval Shipyard, Bremerton, Wash. Upon complete reactivation, *Princeton* will be assigned to U.S. Pacific Fleet.

Under a heavy layer of clouds, *Princeton* lay huge and silent beside a Bremerton pier as reactivation work began. Men moved aboard, first in a trickle and then in a stream. Doors, long closed, were opened. With the removal of steel sealing plates, ventilation ducts again inhaled moving air. Protective coverings came off gun directors. While some men scaled the ship's massive stack, others were swung at the end of a crane-fall all up and down the carrier's cliff-like sides.

It was hardly more than a year since *Princeton* had gone into the Reserve Fleet, but already modern methods of preservation had proved

themselves. In the salt air and copious rainfall of the area, the ship would have deteriorated rapidly through the months if less carefully prepared.

This particular *Princeton*, the fifth Navy ship of that name, was commissioned on 18 Nov 1945. On 24 Jan 1946 she sailed for Cuba for a shakedown cruise. She took part in maneuvers with the Eighth Fleet, and was later assigned to duty with the Seventh Fleet. *Princeton* visited Yokosuka, Japan, and Tsingtao, China, in the autumn of 1946 with Task Force 77. She held an important role with that task force in Pacific Fleet maneuvers early the following year.

Her distant ancestor, the first *Princeton*, was not an aircraft carrier, of course—having been built in 1843. A three-masted wooden-hull ship of 954 tons' displacement, she was the first screw-propelled warship completed for the U. S. Navy. She

carried 14 guns, all mounted on the center line. Of these, 12 were 42-pounders and the other two were 12-inchers — the two largest naval guns in existence at the time.

Also unique in that first *Princeton* was a steam plant designed to burn anthracite, or hard coal, which would create less smoke than soft coal. The boilers were equipped with a telescoping stack capable of withdrawing below the level of the bulwarks, and with the first forced-draft blowers ever used in the fire-room of a warship.

It was one of the 12-inch guns that really set this *Princeton* apart, however—in a tragic way. This monstrous cannon, called "The Peacemaker," was the weapon to end all weapons. She was very famous in her time—so famous, in fact, that it seemed only fitting that the President and other high government officials should see her shoot. Such a demonstration was arranged, to

be held on the Potomac River below Washington. But when firing time came and a goodly number of notables had gathered about, "The Peacemaker" exploded. Among those killed were the Secretary of State, and Thomas W. Gilmer—the Secretary of the Navy.

The second *Princeton* was built in 1851, and used the same engine that had been installed in *Princeton* No. 1 eight years earlier. She was slightly larger than her predecessor—178 feet in length, as compared to 164 feet for the first; 35 tons greater in displacement. She carried three masts, square rigged. This *Princeton* served as flagship of the Eastern Fleet for a time, and was used as a receiving ship in Philadelphia during the Civil War. *Princeton* No. 2 was sold in 1866.

Thirty-three years later, on 27 May 1898, the third *Princeton* was commissioned at the Philadelphia Navy Yard. Ten feet shorter in overall length this time, but 20 tons more of displacement. A new engine gave her a speed of 12 knots under power, and her barkentine rig seldom carried canvas. This member of the *Princeton* lineage was classed as a gunboat. Her armament consisted of six four-inchers, four six-pounders, two one-pounders and one Colt machine gun. The ship served in the Atlantic during the Spanish-American War, and later saw duty in the Mediterranean and the Pacific. *Princeton* No. 3 was used as a station ship at Tutuila from 1911 to 1915, and was sold in 1919.

Princeton No. 4, an aircraft carrier built on a light-cruiser hull, was commissioned at the Philadelphia Navy Yard on 25 Feb 1943. Length of the new USS *Princeton* (CVL 23) was 610 feet. Displacement was 13,000 tons—more than a dozen times the displacement of No. 3. The fourth *Princeton* was in the war-filled Pacific within six months after commissioning. There she engaged in nearly a score of furious actions, ending with the Battle of Leyte Gulf.

On the first day of that battle, *Princeton* was hit by a bomb from an enemy dive bomber. After a seven-hour battle against fire and explosion, the order to abandon ship was given. Among personnel wounded was Captain John M. Hoskins, USN, who was aboard in a passenger status prior to taking com-



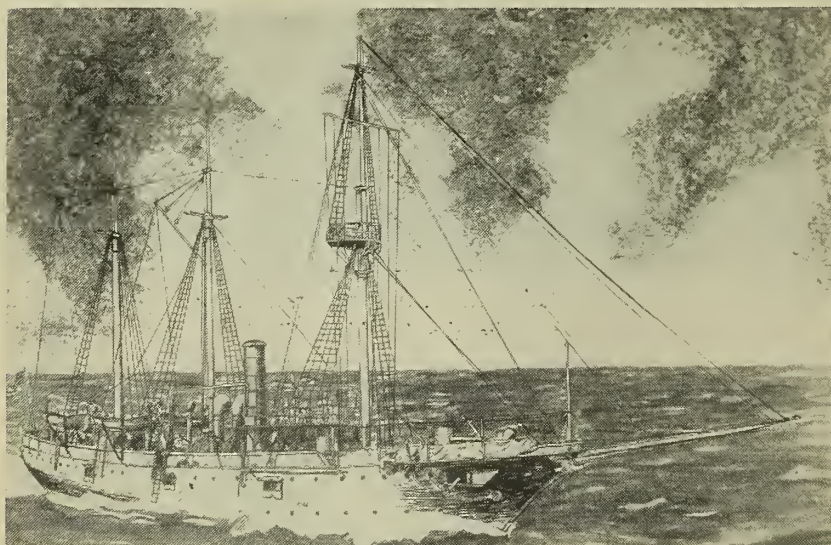
ACTIVATION crew is hoisted aloft on a gangway to remove plates placed over ventilation trunks to make the 'mothballed' USS *Princeton* airtight.



ORDNANCE GANG inspects condition of one of USS *Princeton*'s 5-inch gun mounts. This was one of the first steps in the big carrier's reactivation.



FIRST — She was Navy's first screw-propelled warship. SECOND *Princeton* used same engine as predecessor.

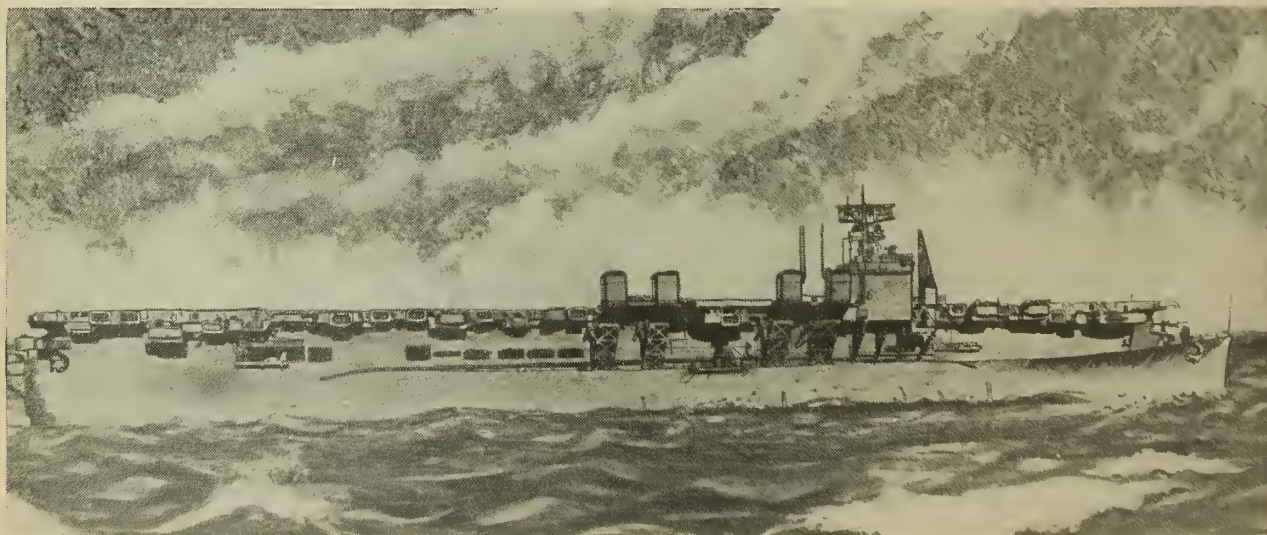


THIRD *Princeton* was commissioned in 1898. Her sails were seldom used.

mand. His injuries required amputation of a foot. The ship was sunk by our own forces when it became obvious that she could not survive.

The present *Princeton*, the fifth, is the largest of all the ships which have carried that name—876 feet in length; 27,000 tons in displacement. She is an improved version of the famous *Essex Class* carrier which formed the backbone of our fast carrier flotilla in World War II. Her first CO was Captain John M. Hoskins, the first officer of the U. S. Navy with an artificial foot to assume such a responsible and active position.

Carriers of *Princeton's* class normally carry approximately 82 aircraft, although as many as 107 have been carried in "close stowage."



FOURTH ship to carry name, she was crippled by bomb during Battle of Leyte Gulf and finally sunk by our own forces.

Navy Corpsmen Serve Marines With Skill

LOOK AGAIN at the accompanying picture at right. Is the Medical Corps officer really mustering a group of Marines? Note the rating badges. The one worn by the man next to the officer is especially visible.

You're right. The men are Navy hospital corpsmen who have swapped white hats and jumpers for the garb of the Marine Corps. With the current increase in the number of Marines on active duty, Reserve hospital corpsmen like these are getting back in uniform.

You see, it's like this. The Marine Corps doesn't have any medical personnel of its own—enlisted or officer. Neither does it have its own chaplains. The solution to this problem is to assign naval personnel to fill the medical and ecclesiastical billets in the Corps. Navy people on these types of duty wear Marine Corps uniforms. The enlisted men wear Navy rating badges, however—on both arms. The officers wear the Navy cap insignia on Marine caps.

Wherever Marines are fighting or will fight, Navymen like these will be there. Also, wherever Marines *have* fought, Navymen much like these *were* there. Once, at least, they were "there" several hours ahead of the combat troops whom they were to attend. The fighting men in that particular instance weren't Marines, but it is an example of how early these



READY TO SHOVE OFF with Seattle Marine Corps Reserves for unannounced destination, a group of Navy corpsmen answers muster in Marine green.

Navy-Marine medicos arrive on the scene.

This was a long time ago—in 1918. The locale was France, where the Navy medicine men were attached to the Sixth Marines.

The U.S. Army 89th Division was to advance from Thiaccourt to Xammes. Everyone agreed that it would be well to have an aid station set up in Xammes so it would be

ready in case of accident or illness. The Marine CO thought that Xammes was already in Allied hands, so he ordered the Navymen to go on ahead and establish their station. The chief pharmacist's mate and four hospital corpsmen proceeded to Xammes, moving along the exposed left flank of the 89th Army Division. When they got to Xammes, still alive and healthy, they found that the town was still held by the enemy!

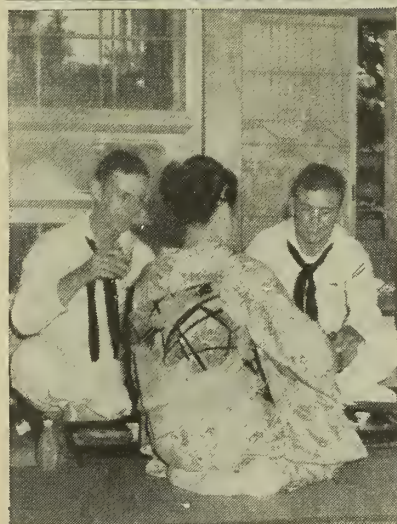
The enemy wasn't very ferocious that day, however, so they looked the other way while the medicos set themselves up in business. Several hours later, the Army—advancing in great power—moved into town. Amazement was the appropriate emotion when the advance guard was discovered.

While assigned to the Fleet Marine Corps, hospital corpsmen accompany the Marines in all types of training, fighting mosquitoes, "eating" dust, slogging in mud hour by hour with the combat men.

In all types of forward-area duty with the Marine Corps, the hospital corpsman, regardless of rate, is frequently placed in a position where he is on "independent duty." He often must make split-second decisions when the going is tough. His most formidable weapon is the morphine syrette—a weapon against pain



SIDE BY SIDE, wherever Marines are fighting, Navy medics will be there. At an aid station on Okinawa, wounded Marines are given emergency treatment.



Suki-Yaki in Yokosuka

Taking a well-earned respite from more strenuous and deadly pursuits, ship's company personnel of the aircraft carrier U.S.S. *Sicily* (CVE 118) enjoyed a full-fledged suki-yaki party in Yokosuka, Japan. For the benefit of the uninitiated, suki-yaki is a sometimes-palatable conglomeration of assorted food-stuffs and is considered one of Japan's national dishes.

Geishas, dressed in their traditional robes, prepared the meal on the spot and served it in elegance and style.



among allies instead of against attack by the foe.

But the soothing hypo—to say nothing of splints, tourniquets and sulpha drugs—plays a big part in the total effort. One can well perceive this by reading between the lines of the citation sent with the Bronze Star Medal and Combat Distinguishing Device sent to one World War II veteran:

“For heroic achievement while serving as a corpsman with a Marine battalion in action against enemy forces on Guam. During and after an enemy counterattack, James V. Hughes braved hostile hand grenades and rifle, machine-gun and mortar fire to crawl from foxhole to foxhole to administer first aid and comfort to the wounded. . . . He persistently continued his efforts to treat the many casualties throughout the night.”

That sort of heroism didn't end with World War II. A Navy combat correspondent aboard a hospital ship in waters near Korea tells of visiting a ward filled with wounded soldiers and Marines. Efforts to start conversations at first proved to be futile. Then the correspondent asked a Marine if there were any hospital corpsmen at the front. . . .

A Marine private: “Yes, I've seen corpsmen at the front, and I'd like to get the name of the one who saved my life. Our tank was burning. I was shot through the shoulder and pinned under it. They were pouring machine-gun stuff at me and it was because I was low under the tank that they didn't knock me off. This here hospital corpsman runs up the hill with the enemy giving him everything, but he digs me out and drags me back. When we are safe I ask him his name and start to thank him. He says, ‘Don't bother me. There's another guy shot up on the other side of the hill.’ Then he runs back through the machine-gun country.”

A soldier: “I saw a medic with his fingers half blown off put a tourniquet on his wrist and then go about helping two guys with his good hand.”

The first speaker again, the Marine private: “Going home? Nope. The commies had their chance at me and bungled it. Nothing can touch me now. I figure I should be back with my buddies. Besides, I want to find the name of the corpsman who got me out from under the tank.”



BACK IN UNIFORM, Reservists are now being recalled to active duty to man the ships of an increased U. S. Fleet.

Naval Reserve's Preparedness Pays Off

FAMILIAR faces are back in the Navy—faces you haven't seen since the closing days of World War II.

The next time you enter a Navy exchange ashore or join a chow line, take a look around. Don't be surprised if you run into an old shipmate who returned long ago to civilian life, but who is back to resume—temporarily—his career as a bluejacket.

His reappearance on the Navy scene is just one of the examples illustrating the necessity and value of the "part time Navy" in a period of emergency.

Your old buddy is a member of the sea service's "civilian component", the Naval Reserve, and that's why you and he may be sailing together on the same ship again in the near future.

As a result of the international crisis brought about by the Korean invasion, the Navy is increasing its strength by reactivating ships and by recalling Reservists. The continued success of the United Nations forces in the Korean theater will not mean a discontinuance of the U.S. Navy's

recall program. That will continue until the Navy has reached its planned strength.

That is the reason why Joe Rudder, USNR, along with an increasing number of his Reservist friends is back in uniform. They have either volunteered their services or they are being recalled to help man the large number of ships which are going through a de-mothballing process and moving from the Reserve fleets to the active fleets.

Other Reservists are augmenting the Navy's air arm, while still more will be assigned to various shore activities which serve the naval combat services. Joe Rudder's counterpart in the Marine Corps Reserve has also returned to active service, and may now be serving in the Korean battle theater.

Jane Doe, USNR (w), is back in uniform too.

She's changed to her blue ensemble in response to an appeal for officers and enlisted Wave Reservists, which called for volunteers to serve for a minimum of one year on active duty as replacements for men who are

fully qualified to fill billets at sea.

The recall of male Reservists is on both a voluntary and involuntary basis. At the present time the Navy's recall program for Reserve Waves is primarily on a voluntary basis, with the exception that enlisted women hospital corpsmen in first, second and third class petty officer ratings are being ordered to duty involuntarily due to the shortage of these ratings in hospitals and dispensaries.

How long, you ask Joe Rudder, will this Reserve recall program last?

Quoting congressional sources, Joe explains that the Navy's current expansion represents an increase from about 375,000 officers and enlisted personnel (at the beginning of the Korean crisis) to an active duty force at present of approximately 580,000.

That means an increase of more than 200,000 officers and men, and this increase will be accomplished through both the recruiting and procurement of new personnel and through the recall of Reservists.

It's a long range program. There will be no sudden ordering of the entire number of persons needed.



OLD BUDDIES find themselves back in harness again, assigned to the same unit. For many, civilian life seems like only an 'extended leave.'

And it is a "selective" process, with quotas filled to a maximum extent by Organized and Fleet Reservists, while members of the Volunteer Reserve are being recalled involuntarily only as necessary to fill quotas not procurable from the other sources.

At the same time, the Navy will keep Reservists advised as far in advance as possible regarding their recall. The purpose of this maximum practicable advance notification is to give Reservists a chance to take care of their personal and business affairs. In urgent cases, though, a Reservist is of course subject to recall within

a minimum delay period of about 10 days.

How are the Reservists reacting to this recall program?

The answer to this question can be found in a report by Rear Admiral R. S. Riggs, USN, Assistant Chief of Naval Operations for Naval Reserve, following a field trip across the nation.

These are the observations noted by Admiral Riggs:

- "High morale and a strong spirit of readiness" were evident in all Reserve activities visited.
- The great majority of Naval Re-

servists are immediately available for recall to active duty as they are needed.

- Out of all the recall orders issued, requests for delay in reporting were found to be less than five per cent.

Deferment policies have been established to enable eligible Reservists to request "postponement" of their recall. Persons who are "key managerial personnel" in vital organizations, plus men in essential jobs in essential industries are in this group. Also eligible to request postponement are students, extreme "hardship cases," and men with four or more dependents.

In addition to the fact that relatively small numbers of requests for postponement have been received, the increasing number of applicants volunteering for active duty illustrates the present state of morale in the Reserve.

In one case practically the whole family has joined up—with those members who weren't recalled volunteering to come back. That's the Fochs' family of Sheboygan, Wis.

Fifty-two years old, Elmer Fochs, YN1, and his son John, RM3, reported to Great Lakes, Ill., for duty. Both had served previously in the Organized Naval Reserve. Now Mrs. Eleanor Fochs, who is a lieutenant in the Nurse Corps Reserve is ready to join her husband and son.

That will leave just one member of the family back home, the daughter Mary, who is too short to join the



STENCILS AND CHOW become familiar again. Reports indicate Reservists are making transition swiftly and smoothly.



BACK AT WORK, recalled Reservists take down PB4Y engine. (Right) Newly married Reservists compare wedding rings.

Waves. She'll take care of the household and the family's cocker spaniel—who has only refrained from offering its services because the Navy doesn't yet have a K-9 Corps!

What happens after a Reservist gets his recall orders? Here, for example, is how Joe Rudder was processed.

In addition to being a war veteran, Joe had kept up with his Navy job through drills with the organized unit in his town. He fits back in very nicely—as though he had merely been on a long shore leave—although his uniform fit a little tighter than before.

Joe's orders directed him to report to temporary active duty for physical examination, after which he would be returned to his home and released from *TempAcDu*, pending the findings on his physical exam. Then, his orders continued, provided he passed his physical, he would be assigned at a specific date to Great Lakes, Ill., for outfitting and processing (since his home is in nearby Rockford).

If he had chosen, however, Joe would not have been released after completing his physical but he could request to be retained on active duty. This is the normal recall procedure that has been set in order to enable enlisted Reservists to find out as early as possible if they are qualified physically, and also to permit them additional time after taking their physicals to settle their home affairs.

Joe, having passed his physical, was now ready to return to active

duty. With other Reservists who came from each of the 13 states within the 9th Naval District, Joe Rudder stepped through the Main Gate at Great Lakes and right back into Navy life.

At the gate he was directed to a "receiving unit" where a small naval force manned a battery of typewriters, for the purpose of accepting each man as officially "aboard."

A huge, quonset-type building, part of which was being readied as a roller skating rink, had been turned into a processing center. Practically overnight the building had been

filled, with filing cabinets, ditto machines, blank forms, steel bunks and mattresses and turned into a billeting and testing center.

First thing on the agenda was to open Joe's pay account. Then he had a preliminary classification interview and was assigned a Navy job code.

Next he was given an opportunity to specify his preferences as to the type of sea and shore duty he desired. Then he was assigned a bunk and given time off for chow.

With the preliminaries over, Joe Rudder underwent a process known as the "Big Five." This included a



ORIGINAL members of VP 661 pose together for a quick photograph before leaving with other Reserve 'weekend warriors' for transition training.



SHIP'S SKIPPER, CAPT P. H. Lyon, USN, accepts congratulations from FADM Nimitz (left) and ADM Forrest Sherman, CNO, at commissioning.

Newest Carrier, Oriskany, Joins Fleet

Newly commissioned in the New York naval shipyard, *Oriskany*, the carrier that was named for a Revolutionary War battle that was named for a Mohawk Indian village, is a "first" in many ways among the Navy's flattops.

She's the first *Essex*-class carrier to join the Fleet since November 1946, and the first of the class since naval architects modified the original building plan. She's the first of her class to have sturdier decks to handle heavy jet aircraft, although other carriers were equipped thusly by conversion.

Oriskany displaces 31,000 tons, which is 4,000 more than her sisters of the *Essex* class. The added weight comes from the heavier decks, larger catapults, larger capacity elevators and the new escalator.

Between her launching and commissioning, *Oriskany* underwent extensive remodeling and modernization to incorporate the latest in naval aviation. Her keel was laid down in May 1944 and she was launched at the New York naval shipyard on 13 Oct 1945. Appropriately enough, she was commissioned while the Korean crisis reached a climax. Her older sisters—*Valley Forge* (CV 45), *Philippine Sea* (CV 47) and *Boxer* (CV 21)—were

in action against the North Koreans.

Principal commissioning ceremony address was given by Admiral Forrest Sherman, USN, Chief of Naval Operations. "The fundamental lesson of Korea," he said, "is the need for balanced forces—balanced forces well trained, well equipped and ready to fight. We must have an Army ready to take the field; we must have an Air Force ready to take the air. Within the naval service we must have an amphibious striking force including Marine elements, ground and air. We must have carrier forces modernized and equipped with up-to-date carrier aircraft trained and ready not only for combat at sea but also to support the Army in its operations within range of their highly mobile floating bases. We must have surface fighting ships ready to fight in the open sea or in close support of operations on shore. And as long as any potential enemy has an effective submarine flotilla, our naval service must place great emphasis on readiness to destroy submarines and to safeguard the movement of men and material over the vital sea lanes. A strong, well-balanced naval service, trained and equipped to function effectively in the overall Army-Navy-Air Force team is our purpose."

return to the dispensary, during which time he got the inevitable booster shots which become a routine part of service life.

Next on the list of the "Big Five" was a trek to small stores where he drew a partially full sea bag (other Reservists draw a full seabag if they have not drawn small stores before).

Number three on the list was a lecture on National Service Life Insurance and commercial insurance policies.

The fourth step was a series of tests to indicate his aptitudes. These tests combined with the information obtained during personal interviews, determine what a Reservist's job code classification will be.

The fifth step was to join the pay line and draw his first Navy pay after which he could consider himself fully indoctrinated.

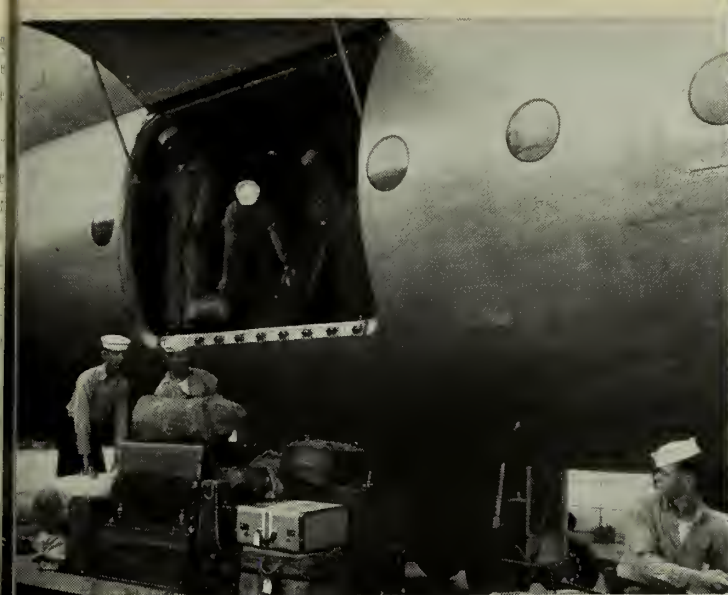
This streamlined processing lasted about three days. The length of time varies according to the station and the number of personnel available to complete the administrative work. In most cases it is a process of Reservists serving Reservists.

When the processing was completed, the receiving station reported to BuPers by dispatch Joe Rudder's name, serial number, his choice of duty and naval job code. And shortly after Reservist Rudder got orders to a ship just emerging from mothballs.

With Joe Rudder and thousands of other Reservists back on active duty, the Naval Reserve organization is now faced with the problem of obtaining replacements, especially for the key personnel who were formerly members of organized units.

The Navy is seeking also to increase the number of USNR personnel on continuous active duty as ship keepers or station keepers, and administrative workers in the Reserve program, and to increase the number of associate drill-pay billets allowed for organized units. This would permit Volunteer Reservists who are not now eligible (because of their age, physical requirements and rating specialties) to become associate members of the Organized Reserve and participate in a drill-pay status.

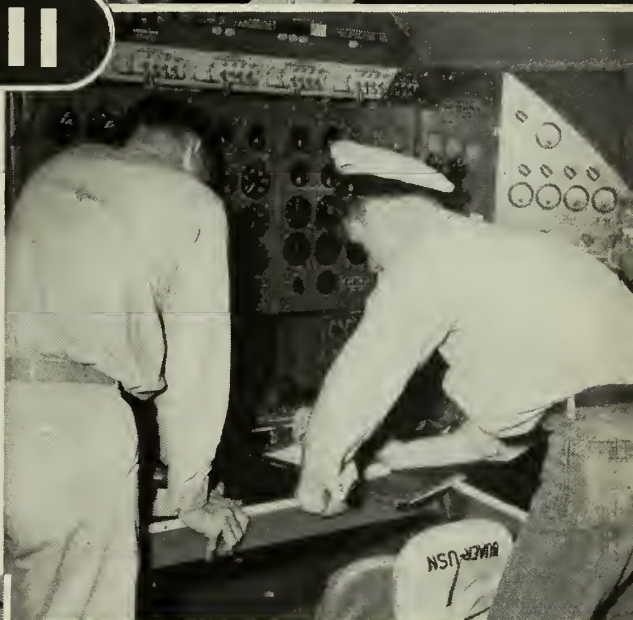
The desire of the naval establishment to maintain the Naval Reserve in an effective training status, with the same membership quotas as in the past, is readily understandable. Already the preparedness of the Naval Reserve is paying big dividends.



HOP TO HAWAII

THE WORLD'S LARGEST commercial-type aircraft currently in operation, the Navy's 92-ton *Constitution* is now making regularly scheduled flights from NAS Moffet Field, Calif., to NAS Barbers Point, Oahu, T.H.

A working party loads passengers' luggage at NAS Moffet Field prior to take off on the plane's first extensive overwater hop (top left). Clockwise: Stewardess on the big flight, Mary Welch, AN, pours coffee for the passengers and crew. In the flight engineer's compartment, last minute check is made of flight details. Prior to the important trans-Pacific flight, crew members discuss problems with a civilian expert. First pay load is stowed in *Constitution's* vast freight compartments.



Brief news items about other branches of the armed services

* * *

HEATING TABLETS, WATER PURIFICATION PILLS and an expendable plastic spoon are included in a new assault food packet beginning to reach Army personnel overseas.

Contents of the 900-calorie packet, which was designed to replace the World War II K ration, are said to be more tasty than those of its predecessor. Each packet contains a can of meat, another can containing an oatmeal cookie and two crackers, and an accessory unit. Six separate types of meat units are available, varying from beef-with-corn to ham-and-eggs.

The accessory unit, packed in a plastic bag, is much the same in all packets—as is the “B unit” which contains the cookie and crackers. Comprising the accessory unit are the following items: two bars of sweet chocolate or a starch jelly bar, two candy-coated chewing gum tablets, two packets of soluble coffee, two packets of sugar, a folding can opener, a vial holding 12 water purification tablets, two fuel tablets for heating the meal, a plastic spoon, a pack of four cigarets, a packet of toilet paper and a pack of humidity-resistant matches.

Bids were recently advertised for the manufacture of 3,000,000 of the ration units.

* * *

A NEWLY TESTED TECHNIQUE proves that bombs can be accurately dropped by aircraft traveling at speeds in excess of 500 miles per hour.

Tests were recently conducted at Edwards Air Force Base, Muroc, Calif., using bombs weighing from 500 to 4,000 pounds. The missiles were carried by the four-jet B-45 *Tornado*. This plane has folding or overlapping bomb-bay doors which slide upward inside the plane, and permit the bombs to fall almost directly into the air stream.

During World War II bombs could not be dropped successfully by bombardment aircraft at speeds faster than 400 miles per hour. The air turbulence created at higher speeds caused bombs to tumble and fall erratically.

THE ARMY'S LIGHT LIAISON PLANES—“dragonflies”—are performing a variety of tasks in Korea.

In addition to their regular job of directing artillery fire and locating enemy positions and movements, these small, slow planes are directing air strikes by fighters and bombers, making air drops to isolated units and evacuating wounded personnel.

Liaison planes assigned to the 1st Cavalry (Infantry) Division are equipped with regular bomb shackles under each wing. This makes it easier to drop loads of ammunition, rations, and other equipment.

Ingenious personnel figured out a way to supply water to isolated units, even though no cargo parachutes or special water containers that would stand the ground impact were available. They dropped cakes of ice and containers. Troops picked up the ice, melted it in the containers.

* * *

ARMY TROOPS IN KOREA are getting special instructions on the use and fitting of winter combat uniforms, and how to protect themselves against the rugged Korean winter.

Three Army Quartermaster Corps teams are lecturing in the field on this subject. They are passing out to troops information learned from exhaustive studies of the Korean climate and typography and explaining what type of uniform should be worn under various climatic conditions. Their work is expected to help reduce the incidence of frostbite, trenchfoot and other injuries that may be caused by exposure to the wet, cold weather of the low-lying sections, and the dry cold of the mountain areas.

An improved shoepac has been developed that is to be worn by troops in wet, cold weather. It affords better water-tightness than an earlier model developed during World War II. The shoepac has a rubber foot and leather upper.

Korea has a wide variety of weather in winter. The weather at Pusan, the southeastern Korean port, is like that of Baltimore, Md., while Pyongyang, the North Korean capital, is climatically similar to northern Iowa.



IN KOREA, Army machine-gun unit (left) guards jeeps crossing bridge. Right: Weary GI cools feet in water-filled helmet.

TELEPHONE WIRE that is insulated without rubber and weighs only 46 pounds per mile is a new development of the U.S. Army Signal Corps. Along with it, Signal Corps engineers have devised an improved dispenser that can "feed out" the wire at any speed up to 120 miles per hour.

Behind development of the special new field communication wire was a desire for a special combination of qualities. A talking range comparable to that of standard field wire was required, plus the reduced size of assault wire such as that used by fast-moving troops in World War II. The outcome was a light, flexible two-conductor wire with polyethylene insulation inside a tight waterproof nylon jacket.

The new dispenser can be used at a walking pace as well as at two miles per minute. Carried on a pack-board, it leaves the bearer's hands free for other employment. The dispenser operates satisfactorily in any land vehicle or amphibious vehicle, and two or more can be connected in tandem so that wire can be strung for long distances without splicing. The range of good reception is approximately 12½ miles.

* * *

A NEW BURN DRESSING of great size and unusual medical qualities is now included among Army first aid supplies provided for troops in the field.

Two sizes of the new protective pad are provided, both many times larger than any previously in use. One of these, five times as large as any earlier type, is 19 by 34 inches in size, while the other is 34 by 45 inches. They are designed to protect large burned areas for a considerable length of time—as long as two weeks—without replacement. Earlier burn dressings had to be changed every day or two.

The dressing has an outside layer of nonabsorbent material which prevents bacteria from entering the wound or burn. Inside is a layer of highly absorbent fine mesh gauze which may be treated to reduce irritation to wounds. In the case of severely burned arms or legs, the dressing can be wrapped around. When tightly applied, the smaller dressing can serve as a splint for a fractured arm.

* * *

AIR CONDITIONING HAS COME to join the pilot in the cockpit of the Air Force's F-95A jet interceptors.

One would think that, scaling the airy stairways of the wild blue yonder, a jet pilot would have to worry more about keeping warm than keeping cool. But that is not always the case. With the sun shining on the plane's outside and electrical equipment spilling heat inside, cockpit temperatures can climb to fantastic figures. Now that aircraft speeds are frequently in the neighborhood of the sonic barrier even the atmosphere sliding past generates heat. All this has created the need for air conditioning units such as are being installed in the North American F-95As.

The unit weighs only 20 pounds, but can change all the air in the cockpit four times per minute. A three-inch turbine wheel, which is the heart of the matter, turns at speeds up to 1,000 revolutions per second. A production model ran for more than 1,000 hours with no maintenance whatever. A special lubrication system is responsible for the unit's long life span.



BAZOOKAMEN give an airman and a sailor the scoop during war training maneuvers in Washington, D.C.

DEHYDRATED EGGS, tastier and of a "more natural" color, will grace the tables of overseas servicemen sometime in the future.

Army Quartermaster Corps food specialists, always on the search for more palatable stored foods, have also come up with a new method of dehydrating potatoes.

An "acidifying" process and lower moisture content is the secret of the improved eggs, allowing for storage three or four times longer than the old type, for better color retention, and for improved taste.

Pre-cooking makes for the difference in potatoes, the Army has found. More versatile than the old type, pre-cooked potatoes can be used in more than 17 different recipes, including a potato soup developed especially for hospital use. The new type potatoes are prepared for the table by adding only hot water or milk.

Both the acidified eggs and the pre-cooked potatoes have been sampled over the past six months by Army troops, but for some time to come the new will be sent out with quantities of the old to cut down existing stocks.

* * *

SERVICE-WIDE RECORDS are sometimes set on purpose and sometimes by accident. One of the accidental type occurred when the Air Force tested a new parachute opening device and incidentally did it from a new high altitude.

Fourteen parachute jumps were made in all to check up on a device which can be pre-set to open a parachute automatically at any desired level. One bail-out was made from a height of 42,449 feet, which exceeds the highest previous leap recorded by the Air Force by more than 2,000 feet.

This high-level disembarkation was made by Captain Richard V. Wheeler, USAF, a member of a six-man testing crew. All of the crew members made jumps from above 30,000 feet. The tests were conducted at Holloman Air Force Base, Alamogordo, N. M.

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IMPORTANT step comes in final phase of the 'check cycle' when high-speed machine signs and dates allotment checks.

How the Navy Handles Your Allotments



BOOKKEEPING operation records documentary information given in latest allotment authorization on the Navy man's permanent account record card.

EVER WONDER how your family at home receives those allotment checks with such clock-work regularity?

Wonder you may, for the preparation of those checks is a tremendous and fascinating task. If you're really interested, come along on an imaginary trip to Cleveland, Ohio, where the "Bank of the Navy" is located.

Field Branch, BuSanda. Ever hear the name before? You probably have, because this is the Field Branch of the Bureau of Supplies and Accounts, responsible for the preparation of the perforated check which means so much to so many so frequently.

Once inside the Navy building, you sense the atmosphere of productivity. Efficiency is manifest at each turn as you observe each operation which makes possible the issuance of 300,000 checks each month with a minimum work force. This large task is accomplished by alert and diligent employees who

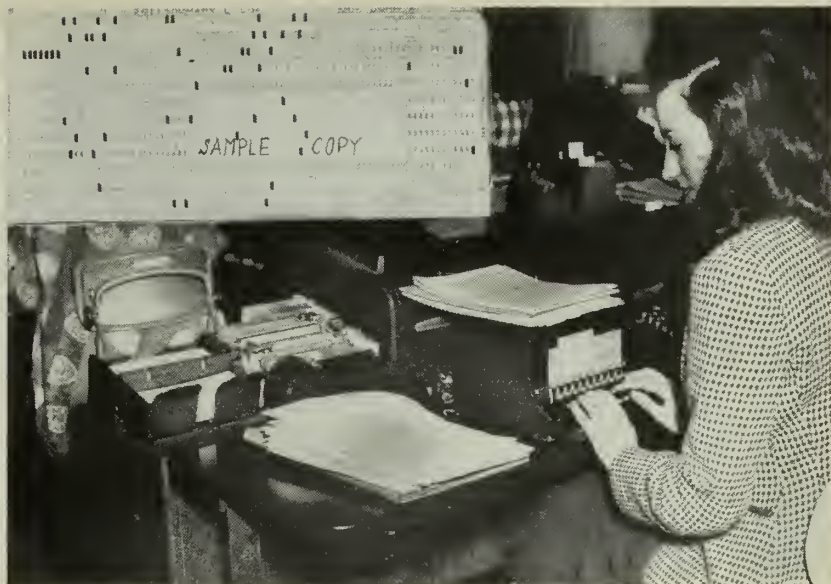
make maximum use of ingenious machines.

The cycle that ends with a check begins with an authorization. Most of you have signed an allotment authorization, at one time or another, and know that this authorization is forwarded by your disbursing officer to the Field Branch. Every day the Field Branch receives hundreds of authorizations from disbursing officers all over the world. These authorizations are placed into groups of a hundred or less, and are started on their way through the production line. As a first step, each authorization is examined carefully to assure that it is accurate and complete. A bookkeeping machine operation then records the information on the Navy man's card which contains the history of all his allotments.

Continuing the "check cycle", the authorization information is now transcribed into basic payment records, which are used over and over to write allotment checks. Two basic payment records are prepared for each allotment: A stencil card and an accounting card. Located in the center of each stencil card is a little window, made of a special type paper, where necessary mailing information is typed. The typing on this card is performed automatically on a card-operated typewriter. The amount and description of the allotment are punched into the accounting card on a key punch machine. These two cards are used each month to print and punch the allotment check.

After the completion of the basic payment records comes the final phase of the "check cycle"—the preparation of the monthly checks. During this phase the complex electronic brains known as business machines come into play. These are the machines that make it possible for the Field Branch to prepare and mail thousands of checks in a short period of time. Working at speeds and accuracy unattainable through manual labor, these machines seem to sense that many people depend on what they produce.

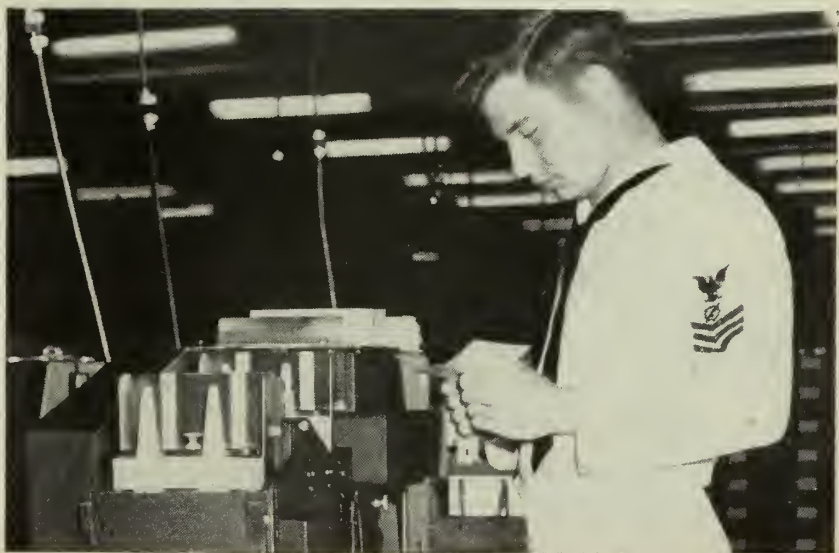
The first of these "electronic brains" is the collator; its duties are twofold. First, it takes the new accounting cards which have accumulated during the month and files them by service number order into the main allotment files; then it checks the main file to see if any

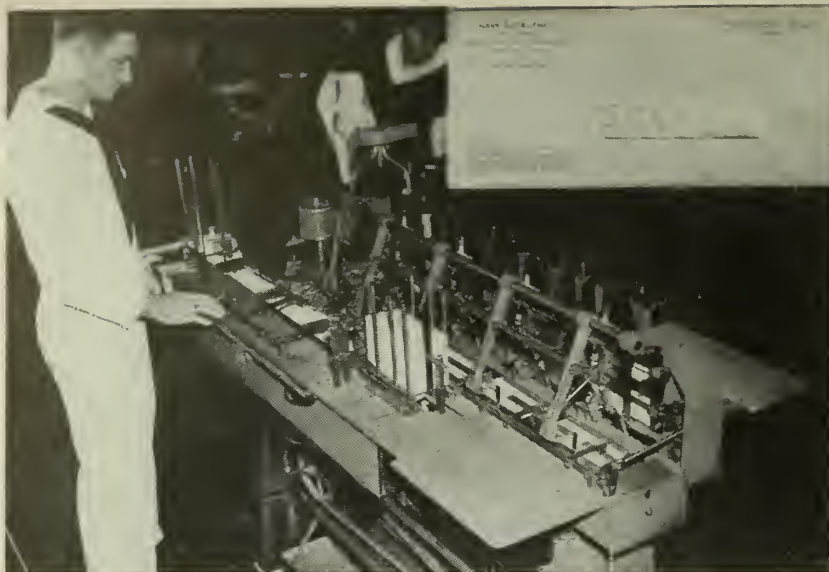


PUNCHED into the accounting card is a description of the allotment. This card and a stencil card are used each month in making up the checks.



NEW CARDS are merged into main file by collators (above). Below: The reproducer punches out check card to match numbers on the account card.





INGENIOUS inserter stuffs checks into envelopes and seals envelopes. Machine accountant feeds a printing collator.

cards are out of order. This machine handles over 400 cards per minute.

When the cards have been filed and checked, they are dispatched to the reproducer. This mechanical apparatus reproduces, from the accounting cards into the card checks,

the service or file number of each man. The card checks are now forwarded to the stencil printing machine, a unique device used by only two other government agencies. This talented robot selects the stencil card that matches the card check, then

prints the mailing information on the check. The signing machine then dates and signs the allotment checks at a maximum speed of 15,000 per hour.

After all the checks are printed and signed they are sent to an in-

Unusual Liberty in Japan Includes Interesting Visit to Pearl Farm

Navy men ashore, from the Mediterranean to Singapore, have always had the knack of seeking out the unusual in a strange liberty port. A recent visit by the flagship

of Task Force 77 to Sasebo, Japan, was no exception.

For 75 officers and men of *USS Rochester* (CA-124), this stopover presented a chance to tour the Min-

nem Oto Pearl Farm, reportedly the second largest in Japan.

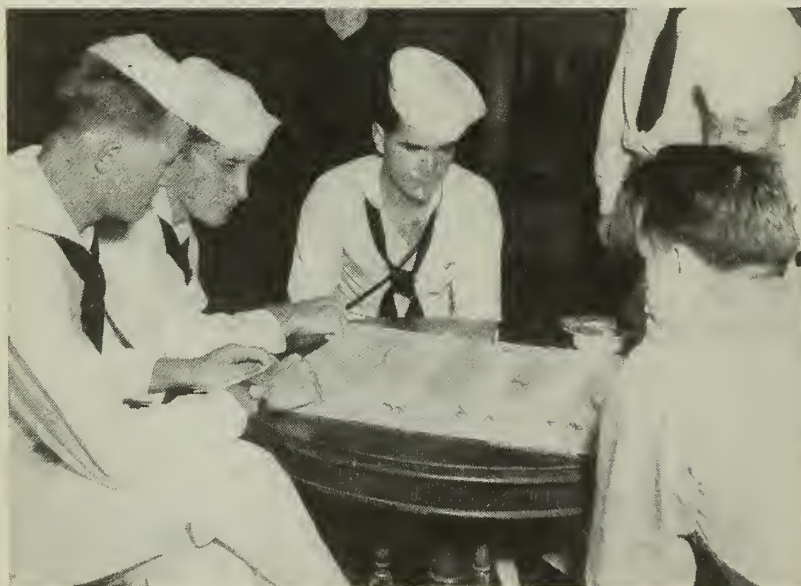
Located in a secluded corner of Sasebo Bay, the site of a wartime Japanese naval base, the Oto farm today carries on in an attempt to revive the war-damaged Japanese pearl industry.

The tour was conducted with all the trimmings—including a Japanese guide who knew Brooklyn.

During the visits Navy men were shown the intricate grafting operation whereby tiny mother of pearl "blanks" are inserted into the flesh of each oyster in an attempt to force it into beginning the growth of a new pearl.

At the close of the tour, Navy sightseers were shown the finished products of the Oto farm. As he presented long glistening garlands of cultured pearls, the guide, Togo Hama Oto, apologized for their size.

"Maybe in two-three years, we can show you big pearls," he said while displaying a black pearl of thumbnail size. "Now can show only these."—George A. Wilkins, JO5N, USN.



GLISTENING strands of cultured pearls are examined by crewmen of *USS Rochester* at the conclusion of their tour of the Minnem Oto Pearl Farm.

serter, the last machine used in the "check cycle." As you watch this masterpiece of ingenuity in operation, you wonder how its creator assembled such a complicated device. Checks are inserted into envelopes and the envelopes are sealed at the rate of 27,000 checks per day. Truly, the inserter is a time-saver which is most fascinating to observe in action.

Mailmen in all parts of the world begin delivering these checks soon after they leave Cleveland. Over 1,000,000 people use them to pay for rent, food, savings, and insurance. Meanwhile, the "check cycle" keeps up its steady unchanging pace all month long.—Frank J. Galeti.

Live Pilots 'Drone' On

Seven ferry pilots of Utility Squadron 32, based at San Diego, Calif., carried out one of their most novel assignments by taking target drones into the air for a cross country trip to Chincoteague, Va.

Although the tiny craft are built to be controlled by radio, a pilot with a little squeezing can make his way into the cockpit and work the controls manually if necessary.

It was necessary when the Navy decided the seven TD2C-1 drones in storage at San Diego were needed for Atlantic Fleet exercises. The trip to Chincoteague was made on schedule—in 17 hops of about 200 miles each. Five days in all were required.

Because there was no room for the ferry pilots' personal baggage and no way to communicate or navigate from the drones, a twin-engine JRB accompanied the flying plywood fleet.

Book-Larnin' for Pop, Too

September brought the beginning of school days not only for children of Navy families at New London, Conn., but also for Pop himself.

Navymen attached to the submarine base are enrolled in night classes lasting for two hours on Tuesdays, Wednesdays and Thursdays for more than five months, ending in April. Enrollment is voluntary.

Subjects are business law, calculus, English usage, American history, algebra and geometry—all accredited college and high school level courses taught by residents of the area at no compensation for themselves.



Scoring Your Exams

A unique unit—the Naval Examining Center in Norfolk, Va.—is responsible for making up and mailing, receiving and scoring all rating exams in the Navy's fleetwide training program. Knowing that another Navy man's career is at stake, personnel at the center are accuracy conscious.

The never-ending stream of answer sheets are opened and sorted (above). Center: Wave operates one of the center's electric scoring machines. Below: Answer sheets are carefully processed before being scored.



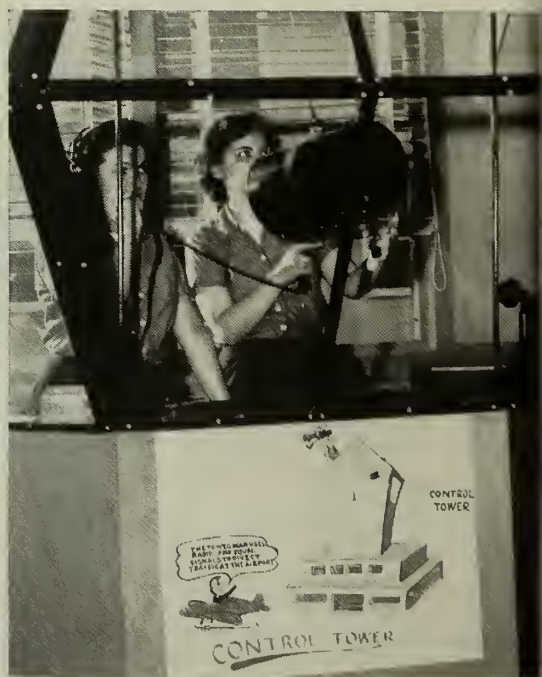


ENLISTED WAVES STUDY in many of the aviation technical training courses which the Navy offers. Most of these courses are conducted at the U.S. Naval Air Technical Training Center, Memphis, Tenn. Every six weeks, upon completion of basic training at the Great Lakes Naval Training Center, near Chicago, Ill., eight Navy women report to NATTC for technical training in aviation. There they study on a coeducational basis with the Navy enlisted men who are attending.

During the first eight weeks at Memphis, the Waves

all take familiarization courses in electronics, structural mechanics, machinery, storekeeping, parachute rigging, aerography and control tower operation. The young ladies also witness the fire fighting classes.

Upon completion of Airman School, the trainees are screened by personal interview. Results of this interview determine the specific technical training which they will later receive. The specialized training which follows is 14 weeks to 28 weeks in duration, depending upon the course selected.



FLIGHT LINE training given during the eight-week course teaches the neophyte Waves correct procedures for starting and warming-up aircraft (left). Right: Indoor mock-up acquaints new Waves with field and control tower operations.

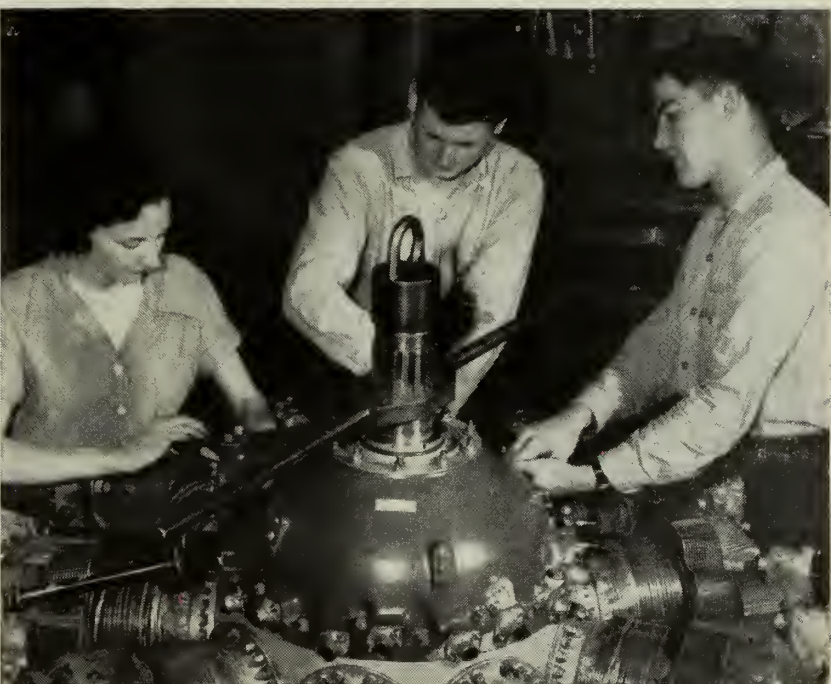
Training



COED AIRMEN are introduced to the powerful J-34 jet engine (top left). Clockwise: Wave and sailors test audio-amplifier. Waves and airmen chow down together. Course includes radar instruction. Jets are great but reciprocating engines are workhorses. Each has a vital job to do in today's Navy these alert trainees soon learn.



AEROLOGY course covers operation and reading of hand anemometer.



LETTERS TO THE EDITOR

Saluting in Civvies

SIR: In your article on "Naval Courtesy Ashore and Afloat" (July 1949, p. 27) it was stated that in regard to saluting the national anthem, a man not in uniform and uncovered should place his right hand over his heart and remain that way until the last note. He should not stand at attention, you pointed out, with his hands in the normal position of attention because this is the manner in which aliens show respect to the U. S. flag.

I have never seen this technique followed and in view of Article 2106 of Navy Regs (which says, "Whenever the National Anthem of the United States is played, persons in the naval service shall stand at attention and face the music"), I question the authority of the information you gave in your article. May I be advised of the source of your information?—CAPT R. B. M., USNR.

• The authority is Navy Regs, Article 2110(5), which states: "A person in the naval service not in uniform shall, in rendering salutes or exchanging greetings, comply with the rules and customs established for civilians, except that when saluting another person in the armed services, the hand salute shall be used."

Let's take an example: A seaman in civilian clothes would remove his hat when the national anthem is played, holding it in his right hand over his heart while facing the direction of the music. Without his hat, he would merely hold his right hand over his heart.

Suppose the seaman in civilian clothes and hat were to meet, say, an admiral. Being covered, he would render the hand salute. It makes no difference, of course, whether the admiral is in uniform or not.—Ed.

MOP and Enlistment Date

SIR: A man enlisted in the Navy 15 Dec 1946 for a period of four years. However, he did not go to sea until March 1948. By the end of his cruise he will have almost three years of sea duty. The question: will he rate \$300 MOP, or \$200, as he did not have the required sea duty prior to 30 June 1947?—H. L. R., DKSAN, USN.

• Three hundred dollars. This is based on his service outside the continental U.S., upon discharge from his enlistment entered into prior to 1 July 1947.—Ed.

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letters to: Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

Percentage of Reserves in WW II

SIR: Can you inform me what percentage of the Navy during World War II was made up of USNR personnel?—J.A.B., LT, USNR.

• As of 30 June 1945, there were 3,389,556 personnel on active duty, including both officer and enlisted. Of this number 84.5 per cent (2,863,971) were Reserves, 11 per cent (387,263) were Regular Navy, and 4.3 per cent (147,322) were inductees.—Ed.

Change of Rating to YN

SIR: I had a commercial education prior to entering the Navy and from time to time I have done office work in the Navy, at present being in charge of the log room of this cruiser. I have a good knowledge of Navy correspondence, mail, filing, publications, manuals, and general office routine. I also have completed three years of recruiting duty and am pretty well up on the personnel end of enlistments, advancements, education and so forth.

(1) If there is a need for more YNCs or PNCs, in addition to the apparent excess in my BTC rate, I was wondering what my chances would be to change my rate to either PNC or YNC? (2) Could I request a course of instruction at a yeoman or personnel man school for the purpose of changing my rate?—F. A. D., BTC, USN.

• (1) Generally speaking, a comparison of personnel "on board" in the ratings concerned seems to favor a change from BTC to YNC or PNC. Each case, however, must be considered on its own merits.

(2) An official request may be submitted to the Chief of Naval Personnel via the appropriate administrative commands for a quota to attend Naval School, Yeoman, Class B, or Naval School, Personnel men, Class B, and subsequent consideration for change in rating. The request should indicate that the candidate is well qualified for a change in rating and should indicate the experience he has had in the new skill.—Ed.

Ship's Name on Flat Hat

SIR: I see where we are going to have certain changes made in the enlisted man's uniform. Is there any chance that one of the changes will be bringing back the idea of having the name of your ship on your blue flat hat?—M.A.G., BM3, USN.

• No, there are no plans being made to restore the names of ships to the band around the blue cap.

Ship's names on the blue cap went out at the beginning of World War II because, for one thing, they would have been a dead give-away that a certain ship was in port.—Ed.

Rating Changes for USNR

SIR: At present my rate is END1, USNR, and I am on inactive duty. My civilian occupation is brace maker in Duke University Hospital. This job, I believe, would be of more importance and greater value to the Navy than the rating I currently hold. What would be the procedure and possibilities of my transferring to the Medical Corps in event of my being called back into active service? Also, would it be possible to obtain a list of the Navy brace shops and their locations?—J. J. F., END1, USNR.

• In the event you are recalled to active duty, you may request a change in rating in accordance with BuPers Circ. Ltr. 149-50 (NDB, 15 Sept 1950). Most of the larger naval hospitals have brace shops.—Ed.

Can Waves Go to Korea?

SIR: I have been told that the Navy is assigning Waves as orderlies on planes flying to Korea and granting flight pay to Waves on such duty. For some time I have been trying to obtain reliable information in connection with foreign duty for Waves, but to date have been unable to find anyone here who knows anything official on the subject. I would appreciate any information I might receive from ALL HANDS.—T. G., AN, USN.

• Enlisted women are assigned to transport squadrons for duty and may be assigned to duty as a crew member. For such duty they would be eligible to receive flight pay. Information is not available as to specific flight schedules to which Wave orderlies might be assigned.

Enlisted women may be also assigned to duty outside the continental limits of the U. S. At the present time enlisted women are serving in England and in the Hawaiian Island area.—Ed.

How to Be a Navy Teacher

SIR: I was much interested in the article "Bluejackets Teach 'Em the Navy Way" (ALL HANDS, August 1950, p. 21), telling about Navy enlisted men teaching physics to high school and college students through the use of Navy training devices at the Special Devices Center, Long Island, N. Y. Since I have a bachelor of science degree and a high school standard general teachers certificate for Minnesota, I would like to learn the qualifications for this duty and how to apply for it.—A. H. D., TD3, USNR.

• *Qualifications are: Teaching ability and a desire to teach, good physical appearance and stamina, a good command of English, high standards of courtesy, driver's license, a liking for physics and allied fields, and mechanical ability.*

"Experience has clearly shown that a B.S., M.Ed., or a Ph.D. is no guarantee of success in this difficult duty," says a letter from the commanding officer. "It is not at all unusual for men without college experience to far surpass those possessing it. In short, the personal attitudes, the desire to contribute, and the emotional drives, are far more desirable than a mastery of content matter. Facts on gears, radio tubes, gunnery and so forth can be taught with relative ease, but the development of teaching proficiency is most difficult without a liberal inborn endowment in this field."

Your rate is in conformity with the allowance list of this station. If you're interested in the duty, you should for-

Promotions for PO1s

SIR: If the defense budget gives the Navy and Marine Corps an increase in personnel and the strict budgetary limitations that were in effect before the Korean crisis are lifted, what chance do PO1s on the waiting list for promotion to CPO have of advancement? Should we be hopeful on the eligibility list remain hopeful?—D.L.C., Jr., YN1, USN.

• *You should, definitely. BuPers has not forgotten the PO1s on the eligibility list for advancement to CPO acting appointment, as listed in enclosure (B) to BuPers Circ. Ltr. 56-50 (NDB, 30 Apr 1950). The question of further advancements from this list is under active consideration, particularly since no examinations for advancement to CPO are contemplated during the current fiscal year. For further information, see ALL HANDS, October 1950, p. 46. Definite estimates as to when and how many of the various ratings can be advanced have not been decided.—ED.*

Rating for Mail Clerks?

SIR: Is the Navy still planning on separating the present teleman rate (TE) and making postal clerk a rating of its own?—T. H., J. L. T., and S. J. O., USN.

• *A recommendation for the establishment of a separate general service rating for mail clerks is being studied. At present, however, the only rating established exclusively for mail clerks is the emergency service rating of TEM.*

Regular Navy mail clerks will continue in the general service rating of teleman unless and until instructions are issued for the establishment of a separate general service rating for mail clerks, or unless all Regular Navy personnel are changed to appropriate emergency service ratings as the result of a national emergency.—ED.



ward a photograph, data on weight, height and age, and a letter descriptive of your general talents to: Commanding Officer and Director, Special Devices Center, Port Washington, N. Y.—ED.

Retirement After 30

SIR: (1) I will complete 29½ years soon, having satisfactorily served in the highest rank of lieutenant commander, spot appointment. My temporary status is lieutenant, and I'm a permanent chief radioman. Will I be eligible to retire with full benefits of 30 years, and with highest rank held, after completing 29½ years of active duty? This question pertains to several officers here in the same status.—LT. E. C. H., USN(T)

SIR: (a) Are temporary officers (permanent enlisted status) placed on the retired list after 30 years active service paid on the basis of rank held at time of retirement or highest rank held prior to 30 June 1946? (b) In this case, will 10 per cent be added for good conduct if they enlisted before July 1925?—LT. G. R. R., USN(T).

• (1) *No. You must complete the full 30 years. Advanced to the highest rank satisfactorily held on or prior to 30 June 1946, you will be entitled to retirement pay based on that rank.*

(2)(a) *Same as above: Retirement pay is computed on the basis of highest rank held on or before 30 June 1946.*

(b) *No. The 10 per cent for good conduct is applicable only upon transfer to the Fleet Reserve. Since you will have completed 30 years service, you will go directly to the retired list instead of spending any time in the Fleet Reserve.—ED.*

Mast and Court-Martial

SIR: Take the case of a third class petty officer who goes to captain's mast for disciplinary action and is then awarded a summary court-martial: (1) is it legal for the summary to be cancelled and the case tried at captain's mast, and what is the authority? (2) If a summary court-martial is requested at captain's mast, by the enlisted man, is it compulsory for it to be granted? (3) If reduced to the next inferior rating for disciplinary reasons, how long must he wait to be recommended for advancement to pay grade E-4?—A. T. B., YNSN, USN.

• (1) *Yes, it is legal. The commanding officer may order a summary court-martial of enlisted personnel under his command under authority of Article 26 of the Articles for the Government of the Navy, which confers the authority on the commanding officer for such offenses as he may deem deserving of greater punishment than he is authorized to inflict but not of sufficient gravity to require trial by court-martial. Whether or not to award a summary court-martial is at the discretion of the commanding officer under the authority cited. Having ordered a summary court-martial, he may in the exercise of the same discretion withdraw the order, and take appropriate action at mast under Article 24, Articles for the Government of the Navy.*

(2) *Article 1413 of Navy Regulations states that no person in the naval service may demand a court-martial either on himself or any other person in the naval service.*

(3) *A man reduced to the next inferior rating for disciplinary reasons must fulfill the service and other requirements currently in effect for readvancement. For more information, it is suggested that you refer to Article C-7212(1), BuPers Manual, and BuPers Circ. Ltr. 155-48.—ED.*

Shipping Over in Foreign Port

SIR: Information is requested as to whether an enlisted man can be legally discharged and reenlisted in a foreign port, signifying his intention to reenlist on board the same ship or station within 24 hours after discharge. BuPers Manual states that a man cannot be discharged or reenlisted at sea, but does not, it seems, prohibit him from being discharged and reenlisted in a foreign port.—LCDR J. W. P., USN.

• *There are no legal restrictions against discharge and reenlistment in a foreign port. Discharge and reenlistment in a foreign port are not prohibited by existing regulations.—ED.*

Qualified for Promotion

SIR: I was listed in BuPers Circ. Ltr. 7-50 (NBD, 15 Jan 1950) as being recommended for promotion to lieutenant. Later, BuPers Circ. Ltr. 99-50 authorized promotions of the first part of the names in the above directive, and BuPers circ. Ltr. 120-50 promoted those officers in a list that would normally include my name. However, my name was skipped over. By being skipped over for promotion after having been selected and approved by the President, will I be picked up at some later date or will I have to wait for the selection board to meet again?—LTJG C.E.S., USN.

• You will probably be pleased to learn that you are qualified for promotion in all respects except that a report of physical examination has not been received. You should be examined physically in accordance with BuPers Circ. Ltr. 42-50 (NDB, 31 Mar 1950). When the report is received and approved, your promotion will be issued and you will have the same relative seniority as a lieutenant as you had as a lieutenant (junior grade) on the promotion list.

Further explanation of this might be in order for the benefit of all officers.

To be promoted an officer must first be selected, then examined and found physically and professionally qualified, confirmed by the Senate and a vacancy found which he may be promoted to fill. As vacancies occur, officers on the promotion list are assigned the vacancy date in order of their seniority on the promotion list.

It is quite possible for a junior officer to be promoted before a senior officer, by being found fully qualified at an earlier date. When all officers on the promotion list have been finally and completely promoted, they will have the same relative seniority in the higher rank that they had before promotion.—ED.

Mustering-Out Pay

SIR: I just reenlisted on board and would like some information on the mustering-out payment. I entered the naval service on 24 June 1947 and have served on active duty since. Do I rate the \$300 mustering-out pay?—R. I. W., YN3, USN.

• From your information, it would seem that you came in just under the deadline by one week and, upon discharge, will rate mustering-out pay. The deadline was 1 July 1947, and no mustering-out pay is payable upon discharge from an enlistment or reenlistment entered into on or after that date. When the time comes, your entitlement to the \$300 will be determined by the Bureau of Naval Personnel.—ED.



Wearing Those Navy Wings

SIR: I resigned my commission in the Naval Reserve to take another in the U. S. Public Health Service. What are the regulations concerning the wearing of wings obtained under one branch while serving in another service branch? I raise this question because I have noted both Army and Navy pilots wearing two sets of wings—Army and Navy—and I should like to continue wearing mine if it is appropriate and in good taste as far as military regulations are concerned.—LTJG R. H. B.

• A person serving in any branch of the service must comply with the regulations prescribed for the wearing of uniforms and insignia issued by that service. In general, insignia indicative of a special qualification, such as the wing pin worn by naval aviators, are not appropriate for wear on uniforms of other than naval personnel because they are indicative of the naval service. Ribbons of awards, decorations and medals which have been bestowed on a person are a recognition of outstanding or meritorious achievement rather than a device showing some special qualification, and may be worn on the uniform regardless of the service.—ED.

Transfer to Fleet Reserve

SIR: On 5 Nov 1945 I was honorably discharged from the naval service as a CY(AA)(T) V6, USNR. On 26 Sept 1946 I enlisted in the U.S. Navy as YN1. Since the appointment as chief was acting and temporary, the question now in mind is: provided I was still YN1 when eligible for transfer to the Fleet Reserve, would I be transferred as YNC or YN1?—W.P.M., YN1, USN.

• You would be transferred to the Fleet Reserve as a YN1. Public Law 732-75th Congress, as amended by Public Law 720-79th Congress, states that enlisted men are entitled to receive retained pay based upon the rating held at the time of transfer to the Fleet Reserve. Also, upon retirement, your retired pay would be based upon your rating of YN1, even though you had previously served satisfactorily in a higher enlisted grade. The law states that retired pay is to be based upon the pay of the highest rank satisfactorily served in as an officer, but does not say it shall be based upon the pay of the highest grade satisfactorily served in as an enlisted man.—ED.

Retirement at Higher Rank

SIR: I hold the Commendation Ribbon with combat distinguishing device. Does that entitle one to retire at next higher rank upon completing 30 years' service? I am in the Fleet Reserve and will retire at the highest rank held prior to 30 June 1946, which is lieutenant (junior grade). (1) Because of the Commendation Ribbon, will I be placed upon the retired list with the rank of lieutenant and receive pay based upon the pay of that grade? (2) If Fleet Reservists are recalled to active duty, what will be the status of those who formerly held temporary rank?—S. E. S., USNR.

• (1) Upon completion of 30 years' active and inactive service you will be placed upon the retired list in your permanent enlisted rate, then be advanced upon the retired list to the highest grade satisfactorily served in prior to 1 July 1946. There is no provision of law whereby you could be advanced to the rank of lieutenant, or receive retired pay based upon the pay of that rank. (2) Fleet Reservists recalled to active duty, including those who held temporary commissions, are recalled in their permanent enlisted grade.—ED.

Eligible for GI Education

SIR: I enlisted in the Navy 5 July 1946 and was discharged 5 July 1949. I shipped over under continuous service for four years on 5 October 1949. Will I still be eligible for GI schooling after expiration of my current four year enlistment?—J. W. E., RDSN, USN.

• If your enlistment on 5 July 1946 was in the regular Navy, you enlisted under the armed Forces Voluntary Recruitment Act. Terms of the act permit you to count all of your service in that enlistment toward eligibility and entitlement to GI Bill education. The deadlines on your entrance into and completion of training also vary from those applicable to most veterans.

Upon your discharge under honorable conditions on 5 July 1949 you became eligible for four years of educational benefits, the maximum permitted by the GI Bill. If you plan to take advantage of these benefits you must commence your training by 5 July 1953. No education under the GI Bill can be afforded you after 5 July 1958.

The fact that you are in service does not in any way relieve you of meeting these deadlines if you desire training under the bill. It should also be pointed out that you cannot receive subsistence payments under the GI Bill concurrently with your education or training under the bill if you are in active service.—ED.

Regaining Officer Status

SIR: I reverted to AMC from CHICARP on 10 Dec 1947, due to budgetary limitations. I served satisfactorily as an officer from 15 Sept 1943 until that time.

Are there any plans for the future that would enable those of us who have been proven capable of being officers, and were reverted through no fault of their own, to regain their former temporary rank? Inasmuch as I was turned down early in 1947 for an LDO commission, I felt there was no need of submitting an application each time they were authorized.—H.W.L., AMC, USN.

• At present there is no program to reinstate ex-temporary officers to their formerly held commissioned status. A program is now in effect whereby all eligible enlisted personnel will be considered for temporary appointment as warrant officers. Personnel applications or recommendations for appointment to temporary officer status are not now desired by BuPers.—Ed.

Physically Disqualified FRs

SIR: Will you please answer the following questions for the benefit of all Fleet Reservists who held temporary commissions during World War II: (1) If a Fleet Reservist is found physically unfit for recall to active duty, will he be placed on the retired list with the highest rank held during the war, and receive retainer pay based on the pay of that rank? (2) If the answer to the above question is negative, will he still be eligible to receive the pay of the highest rank held after completing 30

Travel of Retired Personnel

SIR: I am a retired naval officer. Could you give me information as to my privileges of travel on military air and sea transportation? —LTJG R.F.S., USNT (Ret).

• Retired naval personnel other than Medal of Honor holders are not granted the privilege of travel by government aircraft unless the travel is for official business (i.e., in the direct interest of one of the National Defense agencies and authorized by it).

Normally, retired personnel are granted the privilege of travel by MSTs vessel on a "space available basis, limited to one trip a year. However, because of priority overseas travel, a ban has been temporarily imposed on this type of space available travel. Removal of the ban will be widely publicized. Thereafter, requests for this type of travel by retired personnel will again be considered by the Bureau of Naval Personnel.—Ed.

Emergency Ratings

SIR: I am on duty at present as a stationkeeper. Prior to my reporting on active duty I was a railroad clerk. I know the Navy has an emergency service rating of "transportation men," but what peace time rating would that apply to? Is there a chance for a man with good qualifications to change his rating to transportation man? I have had over seven years' railroad experience in all phases as freight and ticket clerk.—R. E. S., YN2, USNR.

• There is no general service rating that aligns with the rating of ESR (transportation man). ESR ratings are in the category of exclusive emergency service ratings. As a stationkeeper you may not be changed to such rating because it does not appear in allowances.—Ed.

years service? (3) If physically fit and recalled to active duty in his permanent status of CPO, can he request retirement after 30 years' active and Fleet Reserve time, and then be immediately recalled from retired status in his retired rank? (4) If the Fleet Reservist (ex-temporary officer) has less than one year remaining to complete 30 years' service, and at least one year of active service is required if recalled, what provisions (if any) are made under Public Law 305 whereby he may be reappointed to the highest rank held during World War II, while serving during an emergency?—S.R.M., QMSC, USFR.

• (1) A Fleet Reservist found physically disqualified for active duty will be placed on the retired list from the Fleet Reserve by reason of physical disability on the first day of the month following receipt of instructions by the commandant of the naval district in which he resides. If retirement orders are issued, he will be advanced on the retired list to the highest rank satisfactorily served in as an officer; however, retired pay will remain the same as retainer pay while he was in the Fleet Reserve until he has completed 30 years' active and inactive service. (2) Upon completion of 30 years' active and inactive service, his pay will be computed in accordance with the same formula as retainer pay, but based on the pay of the highest rank satisfactorily served in as an officer. (3) If a Fleet Reservist on active duty is placed on the retired list by reason of having completed 30 years' active and inactive service, he will be returned to inactive duty. (4) A Fleet Reservist recalled to active duty is recalled in his permanent enlisted rating. There are no provisions in existing laws which permit postwar Fleet Reservists to be recalled to active duty in a commissioned status.—Ed.

Reenlistment Bonus Qualifications

SIR: Although I seem to fulfill all the eligibility requirements, as listed in the May 1950 ALL HANDS in a letter to the editor, for entitlement to the reenlistment bonus, I am told I do not rate it. I am a station keeper in the Naval Reserve and will enlist within 90 days in the Regular Navy. Please advise me as to the authority for the reenlistment bonus.—C. J. L.

• The reenlistment bonus is payable to persons who reenlist in the Regular Navy within three months from the date of discharge or separation from compulsory or voluntary active service in the Regular Navy. An enlistment in the Regular Navy within three months from the date of release from extended active duty of one year or more in the Naval Reserve will be regarded as a reenlistment for the purpose of entitlement to the reenlistment bonus, which is payable in a lump sum according to the number of years for which a person reenlists up to \$360 for six years. The authority for this information is paragraph 11(b), Military Pay Instruction Memorandum 1, Bureau of Supplies and Accounts Manual, Volume V.—Ed.

Promotion If Recalled

SIR: I would appreciate your informing me if there is any provision in law whereby an officer retired in 1947 with the rank of lieutenant (junior grade) (30 years' service) can be promoted, if and when recalled this year, to the rank of lieutenant.—J.J.C., LTJG, USN.

• There is no provision of existing law whereby retired officers recalled to active duty can be promoted to the next higher grade. The promotion of officers of the Regular Navy is now governed by the Officer Personnel Act of 1947, which requires among other things that an officer be on the active list to be eligible for consideration for promotion.—Ed.



"Only yesterday my husband sent me a rug from Kodiak."

Shipment of Household Goods

SIR: I am a student at a school at NATTC Memphis, which lasts 40 weeks and is considered temporary additional duty. When I left my permanent duty station, I was told the Navy would not ship any household goods for men on TAD, so I had some of my gear shipped at my own expense and left the rest with a friend.

Here at the school, however, I've found that the Navy shipped household goods for some of the men and wouldn't for others. A new man just arrived here from my permanent duty station and the Navy shipped his gear.

What is the policy for shipping household goods of men on TAD? If the Navy should have shipped my gear, can I be reimbursed for it? Can I expect the Navy to ship my gear back when I return to my permanent duty station? If I should be reassigned to a new permanent duty station upon graduation, would the Navy ship the furniture I left at my old permanent duty station to my new permanent duty station?—D.R.M., AL1, USN.

• There is no authority for the shipment at government expense of the permanent weight allowance of household goods when men are sent on TAD and return to their old duty stations. However, the temporary weight allowance is authorized to be shipped from the old duty station to the TAD station and, upon completion of the temporary additional duty, back to the old duty station. You may submit a claim for reimbursement for the shipment of your temporary weight allowance to the Navy Regional Accounts Office, Washington 25, D. C.

Incidentally, "permanent weight allowance" refers to the poundage which may be shipped under permanent change of duty orders; "temporary weight allowance" to the authorized shipment under temporary or TAD



"OK stupid—now unbox it."

orders. Article 29002, Volume II, BuSandA Manual, contains a table of the temporary and permanent weight allowances for the various ranks and grades. As an enlisted man of the first four pay grades, you would be entitled to have shipped, at government expense on your TAD orders, your temporary weight allowance of 400 pounds.

Upon receipt of new permanent change of station orders, shipment of household goods from the old to the new permanent duty station—or between any points limited in cost to shipment from the old to the new activity—is authorized.—ED.

Evaluations—Good and Bad

SIR: In regard to the Evaluation Sheet sent in on chiefs and first class petty officers on 15 July 1950, ALL HANDS (April 1950, p. 46) states that "unsatisfactory or unfavorable marks or comments made on an Evaluation Sheet will be turned over to the CPO or PO1 reported on, and he may either add his own explanation or sign a note that he desires to make no comment." From this I take it that the petty officer reported on is supposed to see the Evaluation Sheet before it is mailed in to BuPers. If this is true and it is mailed in without the person seeing it, what comment can he make?—G. E. S., GMC, USN.

• Instructions require that unsatisfactory or unfavorable marks or comments made on the Evaluation Sheet be referred to the person being reported on for a statement. If the Evaluation Sheet is received in BuPers with those remarks and the statement of the person concerned is not attached, it will be returned to the reporting officer.

If the Evaluation Sheet is satisfactory or favorable, it is not required to be referred to the individual being reported on. Since your Evaluation Sheet was not referred to you for comment, it would appear that your sheet is satisfactory.—ED.

No NUC for Advance Unit 7

SIR: I was attached to Naval Advance Base Unit No. 7 which was a component part of the Third Marines, Third Marine Division, at the invasion of Bougainville, 1 Nov 1943. Although a BuPers directive awarded the Navy Unit Commendation to the Third Marines for this invasion, I have been unable to contact any naval personnel who have received the Commendation Ribbon.—C. O. G., Jr., PNC, USN.

• Naval Advance Base Unit No. 7 (Naval Base Torokina) was not a component part of the Third Marines. The only naval personnel actually attached to that division at that time and entitled to the Navy Unit Commendation ribbon were medical corpsmen.

Marine Corps records verify this. Also, your letter prompted a check of your service record by the Medals and Awards Division of the Bureau of Naval Personnel, and it appears you are definitely not entitled to the ribbon.—ED.

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying The Editor, All Hands Magazine, Room 1809, Bureau of Personnel, Navy Department, Washington 25, D. C., four or more months in advance.

• USS Dubuque (PG 17)—Originally planned for January 1951, this 10th annual reunion is rescheduled for 18 Nov 1950 at the Naval and Marine Corps Reserve Training Center, Detroit, Mich. The time was advanced because many of the members are Organized Reservists. Approximately 1,000 are expected to attend. Further information may be obtained from Mr. E. G. Brown, 16667 Brady, Detroit 19, Mich.

• National Eniwetok Veterans—Fifth annual reunion is scheduled for 17-18-19 Aug 1951 in Columbus, Ohio. All units stationed on Eniwetok 30 days or longer, personnel of ships harbored there, and personnel who took part in the invasion are invited. For more information, write to Mr. Mel O. Bigley, Box 132, Ottawa, Ohio.

• USS ATR 59—Former officers and men of this vessel who are interested in a future reunion—time and place have not been set—should write to Mr. Russell Bates, Box 298, Farnum Pike, Georgiaville, R. I.

• USS PC 1224—Former shipmates interested in a future reunion should write to Mr. Jack Levitt, 142 South 9th Street, Brooklyn 11, N. Y.

• USS Missouri (BB 63)—Former shipmates interested in holding a reunion should contact James E. Pond, 262 S. 12th St., Lebanon, Pa.

Can't Cut Your Own Throat

SIR: At the present time, does the Navy have any provision for allowing a man to take a reduction in rating, other than by disciplinary action? I am an AD1, O-2, USNR, and I have a possibility of getting a stationkeeper billet as an AD2, but was informed I couldn't take a bust. They do so in the Marine Corps with no trouble at all.—W. W. P., AD1, USNR.

• It has not been the practice to authorize voluntary reductions. The Navy considers that an individual who has been trained and found qualified in a specific pay grade of a rating should continue to assume that responsibility unless incompetency or disciplinary elements are involved.—ED.

Know Your Different Military Insignia

BACK in the days of the Revolution, George Washington set the American precedent for using insignia to denote grade. Since that time, the number has grown until today a total of more than 100 is used by the U.S. armed forces. A chart on pages 32-33 shows the equivalent rank and insignia of the Army, Navy, Air Force and Marine Corps.

Insignia still serve the same purpose George Washington intended—to show relative precedence of grade. The general ordered his corporals to sew a green piece of cloth on their right shoulders and sergeants a red strip. Officers of field grade were to wear colored cockades in their hats, and generals colored ribbons across their chests, the color to vary with rank.

You should learn to recognize the insignia denoting the various grades in the Army, Marine Corps and Air Force as well as in the Navy—and follow through with the proper military courtesy and respect for higher authority. The chart on pages 32-33 will help you recognize all the insignia of grade.

If you're an enlisted man, you should accord the same respect and courtesy to a senior non-commissioned officer in other services as you do in your own. If you're assigned to a joint armed services project—a common occurrence in these days—you should remember that the senior rate takes charge unless your commanding officer specifically provides otherwise.

In general, then, every respect and courtesy you show to others in your own service should be accorded to officers and men in other services.

This is not as easy as it sounds, because relative seniority among the services is not easily recognized.

For instance, could you get a 4.0 on the following questions?:

- How many Army grades correspond in pay grade to Navy chief petty officer? The answer is two—first sergeant and master sergeant. But the Air Force and Marine Corps have only one—master sergeant.

- Name the grades, together with the number of chevrons you recognize them by, that are equivalent to seaman recruit in the Navy. Answer: Army recruit, Air Force private, Marine Corps private. All of them have a clean sleeve except the Navy seaman recruit, who wears a group rate mark with one diagonal stripe.

- Give the grades and the number of chevrons that are equivalent to a Navy seaman wearing a group rate mark with three diagonal stripes. Answer: Army private first class with one chevron, Marine corporal with two chevrons, Air Force corporal with two chevrons.

- And what is the grade in other services equivalent to Navy commodore? Answer: Brigadier general in the Army, Air Force and Marine Corps. •

These parallel comparisons are pointed out visually in the chart on pages 32-33. If you missed any, take a look.

You will notice, if you hadn't realized it before, that the grade insignia for officers and enlisted men of the Army, Air Force and Marine Corps are closely similar, while the Navy has evolved a system of its own, particularly in the enlisted rates.

In general, some naval insignia of rank have been

developed similar to that used by the Army. There's a story in Army tradition showing the symbolism of the officer promotion ladder and the insignia of grade.

The story, pertaining as well to Navy ranks, goes something like this:

The second lieutenant, standing on level ground, looks up to see his superiors at varying altitudes above him. He starts to climb the promotion ladder.

His first step up earns him his first silver bar, shiny and new and brighter than gold. The second step gives him twice as much silver in the double bar of the captain.

Here he leaves the ladder, which has been a relatively easy climb, and attempts to scale the oak, the tree of might and strength. It is a long climb and symbolizes the difference between the company officer and the field officer. The gold leaf on the new major's shoulder symbolizes the importance of the oak.

Next in the process of reaching higher and higher is to scale the tallest tree in the forest—the straight, towering silver poplar which has no branches to help the climber. But on top, the lieutenant colonel finds his silver leaves.

Up above him now he sees the soaring eagles, the insignia of the colonel. Only the stars in the sky are higher yet, insignia of the highest rank in the service of his country.

If this is a fanciful system of symbolism, at least it leaves little room for confusion to the man who learns and remembers the story. At one time in the past, rank and corps were not so clearly defined.

That was in 1841, when new regulations came out providing for doctors to have three stripes of gold lace

(Continued on page 34)

Lady's Garb Created Navy Blue

That traditional Navy blue you wear is a direct hand-me-down from a noble British lady's colorful riding outfit.

Like many of the customs and traditions of the U. S. Navy, the color stems from British Navy usage, predating the independence of America and the founding of its sea service.

First mention of any uniform in the British Navy was in 1693, when King James I ordered the higher ranking officers of his ships to always be "bravely attired in liveries of scarlet cloth embellished with velvet, silk lace and gold embroidery."

The colors of this fancy ensemble varied from year to year until 1746 when King George II set the color that has been handed down to the present time.

Relaxing from his official duties one day, the King saw the Duchess of Bedford riding in a park, colorfully dressed in an eye-catching riding habit of blue faced with white.

Taking an immediate liking to the deep blue color, the King prescribed it as the official shade for Royal Navy uniforms — and unknowingly established the color to be used later by the United States Navy.

INSIGNIA OF THE UNITED STATES

Pay Grade

NAVY

MARINES

ARMY

AIR FORCE

ENLISTED

WARRANT

E-1

E-2

E-3

E-4

E-5

E-6

E-7

W-1 through



SEAMAN
RECRUIT



SEAMAN
APPRENTICE



SEAMAN



PETTY
OFFICER
THIRD
CLASS



PETTY
OFFICER
SECOND
CLASS



PETTY
OFFICER
FIRST
CLASS



CHIEF
PETTY
OFFICER



WARRANT
OFFICER



PRIVATE

PRIVATE
FIRST
CLASS



CORPORAL



SERGEANT



STAFF
SERGEANT



TECHNICAL
SERGEANT



MASTER
SERGEANT

GOLD WITH
SCARLET
CENTER
BAR



WARRANT
OFFICER



RECRUIT

PRIVATE

PRIVATE
FIRST
CLASS



CORPORAL



SERGEANT



SERGEANT
FIRST
CLASS



FIRST
SERGEANT



MASTER
SERGEANT

GOLD WITH
BROWN
CENTER
BAR



WARRANT
OFFICER
JUNIOR
GRADE



PRIVATE

PRIVATE
FIRST
CLASS



CORPORAL



SERGEANT



STAFF
SERGEANT



TECHNICAL
SERGEANT



MASTER
SERGEANT




























































GOLD WITH
BROWN
CENTER



WARRANT
OFFICER
JUNIOR
GRADE

TATES ARMED FORCES

COMMISSIONED

	0-2	0-3	0-4	0-5	0-6	0-7	0-8			
D	SILVER 		GOLD 	SILVER 						
										
GN										
	LIEUTENANT JUNIOR GRADE	LIEUTENANT	LIEUTENANT COMMANDER	COMMANDER	CAPTAIN	COMMODORE	REAR ADMIRAL (SEE TEXT)	VICE ADMIRAL	ADMIRAL	FLEET ADMIRAL
ND TANT	SILVER 		GOLD 	SILVER 						
	FIRST LIEUTENANT	CAPTAIN	MAJOR	LIEUTENANT COLONEL	COLONEL	BRIGADIER GENERAL	MAJOR GENERAL	LIEUTENANT GENERAL	GENERAL	
ND TANT	SILVER 		GOLD 	SILVER 						
	FIRST LIEUTENANT	CAPTAIN	MAJOR	LIEUTENANT COLONEL	COLONEL	BRIGADIER GENERAL	MAJOR GENERAL	LIEUTENANT GENERAL	GENERAL	GENERAL OF THE ARMY
ND TANT	SILVER 		GOLD 	SILVER 						
	FIRST LIEUTENANT	CAPTAIN	MAJOR	LIEUTENANT COLONEL	COLONEL	BRIGADIER GENERAL	MAJOR GENERAL	LIEUTENANT GENERAL	GENERAL	GENERAL OF THE AIR FORCE

All Services Rate Your Recognition

(Continued from page 31)

on their cuffs, while captains and commanders had only buttons to designate their responsibilities.

It was all very confusing, especially when a U. S. Navy ship pulled into a Spanish port. The doctors' three gold lace stripes were almost identical to the distinctive stripes of a Spanish colonel—with the result that the courteous Spaniards turned out the honor guard and paid full military honor to the doctor while the commanding officer often went unnoticed.

After a few such cases, the regulation was changed. Ultimately, bands of lace on the cuffs were fixed as the distinguishing mark of rank of officers of the line and staff.

Enlisted insignia, with a system of chevrons forming the main part, go back much farther than insignia for officers. A chevron was one of the many distinguishing devices of heraldry. As used on a knight's shield, it is said, the chevron meant that the knight had campaigned

against a castle or city, and upon its capture the knight was permitted to wear the chevron as symbolic of roofs of the buildings.

While chevrons denote service grade all the way up the promotion ladder for enlisted men above recruit in the other three services, Navy chevrons come only with the rating badge of petty officer.

The three non-petty officer grades in the Navy are indicated by group-rate marks, the short, diagonal stripes worn on the upper part of the left sleeve. These are white for seaman (blue on the white uniform), red for fireman, green for airman, and light blue for construction man. Their use covers the former meaning of the stripes on dress blue jumper cuffs and the branch mark—or "watch mark"—worn around the shoulder seam of jumpers.

The present rating badge, as you see it today, was a long time in coming. Back in 1841, the year doctors wore gold and captains had only buttons on their sleeves, uniform regulations set a precedent by prescribing an eagle-anchor insignia to be worn by certain petty officers on the upper part of the arm. The eagle perched on the anchor stock was the first insignia for enlisted men.

In 1886 the first rating badge was designed, combining the eagle which symbolized petty officer status, the specialty mark indicating the trade, and chevrons showing relative grade and responsibility. In 1894, the grade of chief petty officer was authorized. During this same year, the rating badge as it is known today was established.

Origins of some of the other Navy insignia are as follows:

- Shoulder marks first came into use in 1899 for commissioned officers, with commissioned warrant and warrant officers authorized to wear them in later years. Although they were authorized to wear shoulder marks before, it was not until 1922 that warrant officers received their present one-quarter inch broken stripe.

- Devices to indicate rank similar to those of today date back to the Civil War (1862), when an embroidered insignia was designed for wear on the collar of officers' coats. Pin-on rank and corps insignia first came into use in 1913.

- The star for line officers and the oak leaf designs for staff officers also first appeared during the Civil War (1864). The star was worn by a line officer immediately above the stripes on his blue uniform, but the oak leaf design could be worn by staff officers only on epaulets—not on the sleeve.

- Officers' sleeve stripes to denote rank were first authorized in 1862 for commissioned officers. The commissioned warrant received his sleeve stripe in 1899, when the broken stripe now in use was specified.

In the chart on pages 32-33, ranks and ratings of the Army, Navy, Marine Corps and Air Force are shown in their approximate equivalent relation to one another. "Rear admiral," as shown on the chart, is listed under pay grade O-8, which is correct for the upper half. But a rear admiral, lower half, it should be remembered, comes under pay grade O-7, a fact which could not be shown on the chart without undue complication.

Coast Guard insignia, except for prominent use of the shield, are the same as Navy insignia and therefore were not included in the chart.

'Uniform Shows Man's Character'

John Paul Jones, the peerless captain of the early American Navy, had high contempt for the naval officers' uniform of Revolutionary days.

The Navy's first uniform regulation provided that officers should wear blue coats with red lapels, a standing collar and flat yellow buttons, with blue breeches and a red waistcoat.

John Paul Jones wanted gold lace, gold buttons and gold epaulets embroidered with the figure of a rattlesnake and the words, "Don't tread on me."

Dressing himself and his Marines as he pleased, Jones earned the dislike of John Adams, then a member of the Continental Congress committee administering naval affairs.

After a visit to Jones' vessel one day, Adams wrote in his diary that John Paul Jones was "the most ambitious and intriguing officer in the American Navy. . . . You can see the character of the man in his uniform and that of his officers and Marines, variant from the uniforms established by Congress—gold buttons and two epaulets for himself, his Marines in red and white instead of green."

With the unsatisfactory visit in mind, Adams helped draft a resolution aimed specifically at John Paul Jones: "That after the first day of January 1782, any officer whatsoever in the service of the United States, who shall wear on his clothes any gold or lace embroidery or vellum, other than such as Congress or the commander in chief of the Army or Navy shall direct, or who shall wear any uniform worn by the British Army or Navy, shall be cashiered from the service." Jones' Marines were dressed almost exactly like British Marines.

That was only one of the many troubles Jones had with early political leaders. Later, he left the American service and went abroad, serving under the French and Russian flags.

Today the Navy is more in agreement with the early captain. Shoulder boards for admirals are gold, and there are gold buttons and gold braid for all officers—much like Jones himself had wanted.



ANGLE SHOOTER forgets about chipping paint during movie star Wanda Hendrix's visit aboard USS Randolph.

Squadron Sets Safety Record

Their 111 crashless days, totaling 10,702 flying hours, constitute a new safety record for single-engine squadrons, the personnel of Advanced Training Unit Two, NAAS, Corpus Christi, Tex., believe.

Especially remarkable, they point out, is the fact that most of the flying was done by students, not by veteran pilots. Safety consciousness was the by-word among instructors and students alike, paying off in uninjured men and undamaged machines. Absence of material failure proved that the ground crews were alert and diligent.

The Cabaniss Field squadron's record was halted when an F8F Bearcat came in for a forced landing. The student was not injured, but some damage to the plane resulted. The 111-day mark was a new high in single-engine safety achievements, all available data indicated.

Liner to Become Troopship

The giant ocean liner *ss United States*, designed to be the largest and most luxurious passenger vessel ever built in the U. S., is being converted for use as a troop transport.

Now under construction at Newport News, Va., the 48,000-ton superliner was scheduled to be completed by the spring of 1952. However, since it has been selected for use as a troopship, the vessel will probably be completed earlier.

United States is 980 feet long, and is being built at a cost of \$70,000,000. The vessel will carry 12,000 troops.

Also selected for conversion to troop carriers are three other liners currently under construction. They are *ss President Adams*, *ss President Jackson* and *ss President Hayes*. Each of these vessels is 536 feet long, weighs 13,000 tons and will carry from 2,500 to 3,000 troops. They are expected to be completed by next spring.

All four vessel will be renamed for military use.

Forrestal Memorial Unveiled

A bust of the late James Forrestal has been unveiled in the Mall entrance of the Pentagon building.

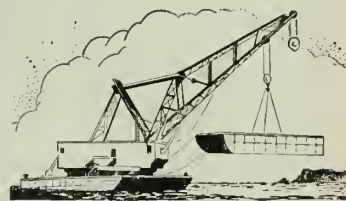
To be known as the James Forrestal Memorial, the bust was purchased by contributions of one dollar or less from thousands of Mr. Forrestal's friends and co-workers. It resulted from a suggestion by Senator Millard E. Tydings, chairman of the Senate Armed Services Committee, who presided at the dedication ceremony.

The memorial was sculptured by Kalervo Kallio, son of a former President of Finland.

Mr. Forrestal was a wartime Secretary of the Navy and the nation's first Secretary of Defense.

HERE'S YOUR NAVY

Like the busy bricklayer who constructed practically every type of building with baked-clay blocks, the Navy Seabee knows how to make many things with building blocks. The "building



blocks" in this case are hollow steel boxes, most of which are five feet high, five feet wide and seven feet long. They weigh approximately one ton apiece, will float, and are called pontoons.

* * *

By assembling these giant floating dice in various ways, the Navy's wrench-wranglers can produce a surprising number of items. Some very useful ones are net tenders, warping tugs,



couseways, "rhino" ferries, floating cranes with a capacity as high as 75 tons, drydocks, finger piers, seaplane service piers.

* * *

Besides the ordinary rectangular pontoon, curved-bow pontoons are made for the forward end of barges. A special wedge-box pontoon is employed in landing use. Outboard motors of great power, especially designed for the purpose, can be attached to pon-



toon barges to drive them at a brisk pace. Training at Little Creek, Va., and Coronado, Calif., ever since V-J Day, the Seabees were in fine fettle for the invasions of Inchon and Wolmi in Korea, where they took part in their usual fine fashion.

YESTERDAY'S NAVY

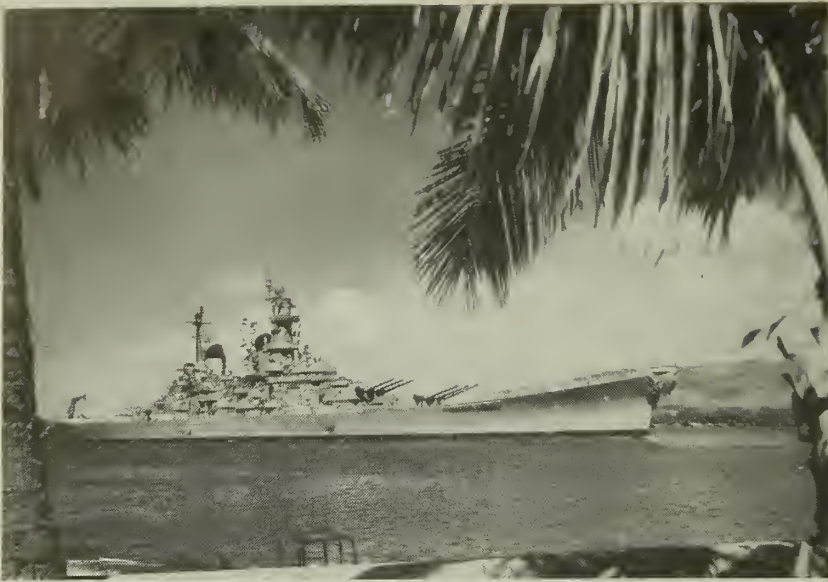


union" flag with an English union jack in the field, and 13 American stripes.

The first flag to be unfurled aboard any American warship was hoisted by LT. John Paul Jones 3 Dec. 1775 on flagship *Alfred*. It was "grand

DECEMBER 1950

SUN	MON	TUE	WED	THU	1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						



'MIGHTY MO' glides into Pearl Harbor on the first lap of her high speed run to Korea where her 16-inch guns helped force the Communists into retreat.

New Jersey Back to Duty

The Navy is pulling the wraps off *uss New Jersey* (BB 62), and returning the big battleship to the active Fleet.

New Jersey thus becomes the second battleship in active service. She is scheduled to join her sister ship *uss Missouri* (BB 63) in LantFlt training duties, to which *Missouri* will be returned.

De-mothballing of the 45,000-ton vessel is taking place at the U. S. Naval Shipyard, Brooklyn, N. Y. First placed in commission in June 1943, *New Jersey* earned nine battle stars in the Pacific during World War II. She was placed in mothballs in December 1947, along with another sister ship, *uss Wisconsin* (BB 64).

New Jersey is the Navy's longest battleship, being one foot longer than her sister ships *uss Iowa* (BB 61), *uss Missouri* and *uss Wisconsin*. *New Jersey's* over-all length is 888 feet, the others 887.

Memorial to Marines

A bronze memorial 110 feet in height is to be erected in the Washington, D. C., area to serve as a fitting monument to the U. S. Marine Corps. This, the first national memorial to the Marines, will be a mammoth rendition of the famous Iwo Jima flag-raising group.

A campaign is now underway to raise funds for the 100-ton monument. Donors who are on active duty in the Marine Corps will automatical-

ly become members of the Marine Corps War Memorial Foundation. Donations may be made through any Marine Corps CO or sent directly to the Marine Corps War Memorial Foundation, Henderson Hall, Headquarters U. S. Marine Corps, Washington 25, D. C. No specific amount is stipulated.

As in the famous photo from which the memorial will be patterned, the human figures will depict five Marines and a Navy hospital corpsman. The statue will be the largest of its kind in the world.



ROMANCE of Stan Taylor, AL, and Eleanor Trost, DKSAN, at Sands Point, ended in matrimony when Korean situation made Taylor's sailing orders imminent.

New Rear Admirals Approved

Eighteen Navy captains of the line have been approved for promotion to rear admiral by the President.

The new flag officers were selected by a board headed by Vice Admiral Bernhard H. Bieri, usn. Those selected are:

- Captain Richard Morgan Watt, Jr., EDO, usn, Commander Naval Shipyard, Boston, Mass.
- Captain Wilson Durward Leggett, Jr., EDO, usn, Commanding Officer and Director, Naval Engineering Experiment Station, Annapolis, Md.
- Captain Marion Emerson Murphy, usn, Bureau of Ordnance, Navy Department, Washington, D. C.
- Captain Howard Emery Orem, usn, Office of the Chief of Naval Operations, Navy Department, Washington, D. C.
- Captain Sherman Rockwell Clark, usn, Office of the Chief of Naval Operations, Navy Department, Washington, D. C.
- Captain Clarence Lee Conner Atkeson, Jr., usn, Office of the Chief of Naval Operations, Navy Department, Washington, D. C.
- Captain John Bartling Pearson, Jr., AEDO, usn, Office of Naval Research, Navy Department, Washington, D. C.
- Captain Harry Sanders, usn, Headquarters, Alaskan Sea Frontier, Kodiak, Alaska.
- Captain William Bronley Ammon, usn, Office of the Chief of

Naval Operations, Navy Department, Washington, D. C.

- Captain Roland Nesbit Smoot, USN, Office of the Chief of Naval Operations, Navy Department, Washington, D. C.

- Captain James Harmon Thach, Jr., USN, Office of the Chief of Naval Operations, Navy Department, Washington, D. C.

- Captain Frederick MacKay Trapnell, USN, Commanding Officer, USS *Coral Sea* (CVB 43).

- Captain William Kavanaugh Mendenhall, Jr., USN, Armed Forces Special Weapons Project, Pentagon, Washington, D. C.

- Captain Harry Donald Felt, USN, Naval War College, Newport, R. I.

- Captain John Mylin Will, USN, Deputy Commander, Military Sea Transportation Service, Europe.

- Captain Francis Massie Hughes USN, Commander Naval Air Bases, 14th Naval District.

- Captain Murr Edward Arnold, USN, Bureau of Naval Personnel, Navy Department, Washington, D. C.

- Captain John Broder Moss, USN, Commanding Officer, Naval Air Station, Alameda, Calif.

Sailor a Good Singer

One of the results of two weeks' Reserve training duty for a well known TV and radio performer—CDR Arthur Godfrey, USNR—was the uncovering of a young carrier-based sailor as potentially "one of the great singing stars of the day."

The quotes are Godfrey's own, talking about Julius La Rosa, AL3, USN, attached to USS *Wright* (CVL 49).

On training duty at the Naval Air Training Command, Pensacola, Fla., Godfrey received a letter from La Rosa's shipmates pointing out the 21-year-old sailor had a voice the entertainer should hear.

La Rosa was auditioned before the TV-radio star at the NAS Pensacola enlisted men's club and registered an immediate success in Godfrey's eyes. "If La Rosa was not in the Navy, I'd give him a job tomorrow," Godfrey said. "When the time comes for his release, he should have a great career in radio and television."

Arrangements were made for La Rosa to appear on one of Godfrey's TV programs.



PLAQUES, on which are mounted insignia of various Seabee units, constitute but one of many displays in the Port Hueneme Seabee Museum.

Modern Museum Houses Seabee War Relics

U.S. Naval Station, Port Hueneme, Calif., is the place to find out what makes the famous Seabee organization tick. Not only is there a Naval Construction Battalion Center there, but they also have a Seabee museum—one with the names of more than 5,000 guests in its register.

Housed in a spacious building, the museum has room for a great variety of displays. Weapons, insignia and models are typical attrac-

tions. One of the more prominent displays is a plaster-cast model of the famous Iwo Jima monument which stands at U.S. Marine Base, Quantico, Va.

The 5,000 registering guests who have visited the museum are only a few of those who have viewed its exhibits. At a community fair in nearby Oxnard, a booth provided by the museum, dramatizing education in the Navy, was visited by 25,000 people.



MURALS and exhibits in the spacious museum depict highlights in the proud history of the fighting craftsmen of our Navy — the Seabees.

New Navy Transport Plane

With greater speed and more cargo capacity than its well-known passenger plane counterpart, the new R6D-1 transport plane will soon be flying for the Navy. The R6D-1 is the cargo carrying version of the familiar DC-6 passenger plane.

Cruising speed of the plane is around 300 miles an hour and an added five feet in length gives the cargo transport some 5,000 extra cubic feet of freight space just aft of the pilot's compartment. The four-motored plane can carry litters or troop benches.

The principal carrying space is a long cabin which can be loaded from the top through two large hinged doors, one forward of the wing and another farther aft. For high-altitude flight, systems for airconditioning and cabin pressurization have been installed.

Four reciprocating engines of

2,500 takeoff horsepower provide the power to turn three-bladed duralumin propellers.

Similar in appearance to the commercial airliner, the R6D-1 carries a five-man crew.

Seabees Do It Again

There was an undesired pier at Guantanamo Bay, and one breakwater needed. To remedy this situation, the Seabees were put on the job—U.S. Naval Construction Battalion No. 1, to be exact.

With large floating cranes the Seabees lifted off the sectional concrete decking of the 1,150-foot pier and pulled up the piling. The piling was discarded, but not the decking. In a curve around Radio Point, the slabs were laid end-to-end and two abreast in the shallow water. Sooner than anyone had believed possible, the pier was gone, the new breakwater was finished, and the Seabees had completed another herculean job.

Red Light for Shipboard Dials

Red light is far superior to any other for illuminating shipboard dials and instruments, scientists at the U.S. Naval Experiment Station, Annapolis, Md., have found.

Concerned with determining which light would least hinder the night vision of Navymen after taking instrument readings on submarines and surface vessels, the scientists came up with the conclusion that blue light definitely reduces night vision—and before World War II mostly all night lights on board ship were blue.

Red light, on the other hand, has many advantages over others. Personnel on the bridge of a ship at night can see out into the darkness much better after taking readings from instruments illuminated with red light. Compared with another color light of equal intensity, red light enables recovery of dark adaptation in one-fourth the time. Also, glare from red light is relatively low and is not as readily detected by others.

The study revealed that personnel have a natural tendency to gaze at the "hot spots"—the places that glare from unequal illumination. Equal distribution of light on an instrument panel and within a single instrument is a main problem.

Errors made by instrument readers also figure in the study. Psychologists find that instruments cluttered with many subdivision lines and numbers distract the observer or slow down his response.

Pacific Airlift Sets Mark

Great as were the accomplishments of the Berlin Airlift, they are overshadowed by those of the new Pacific Airlift, born of the Korean crisis.

Operation Vittles, whose terminus was Berlin, averaged approximately 242,000 plane-miles per day. The U. S.-to-Korea airlift averaged during one month 252,000 plane-miles per day, a substantial increase. During the first three months of the Korean fighting, the new airlift, operated by MATS, transported nearly 8,000 tons of high-priority cargo westward.

Return trips brought 6,800 tons back to the U. S., consisting partly of 4,400 medical evacuees. Like the return trips, the outgoing flights carried many passengers during that time—nearly 34,000 of them, mostly

Eldest of Eight Service Brothers Retires

Going out on 30 is Lieutenant Clifton J. Falcon, USN, eldest brother of a set of eight who—at present—have a total of 99 years in the armed services as a family contribution.

At one time, in 1945, seven of the eight brothers were on active duty at the same time—two majors and a paratrooper private in the Army, a lieutenant and a chief gunner's mate in the Navy, a lieutenant pilot in the Army Air Corps, and a corporal in the Marine Corps. The eighth brother served three years in the Army before World War II.

Until the boys came along to join all the services except the Coast Guard, the Falcons weren't even a service family. They were a rural family of Donaldsville, La., where the family home still is.

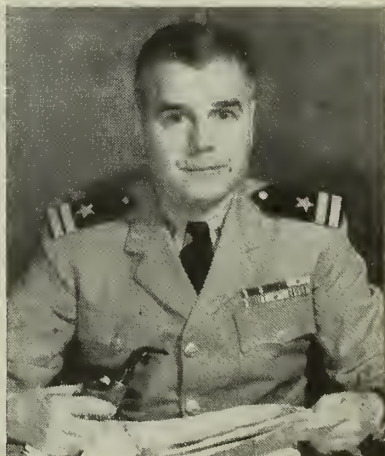
He joined the Navy at the age of 18, back in June of 1920, and began his first sea duty in the old battle wagon *uss North Dakota*. He stayed on long enough to put this battleship out of commission and then was transferred to put a new one in commission, *uss West Virginia* (BB 48).

While Fleet Admiral Ernest J. King, USN, was Cominch, Falcon was in charge of the flag office and reached commissioned service as a

chief warrant officer. He received a letter of commendation personally signed by the Navy's highest ranking officer for his work in that post.

Lieutenant Falcon's last duty has been in the capacity of assistant personnel officer for the office of the Chief of Naval Operations, in the Pentagon in the nation's capitol.

Despite the accomplishments of the brothers in service, they're all proudest of something else: Their mother was voted the "Service Mother of Louisiana" on Mother's Day in 1945.



RETIRING after 30 years' service as EM and officer, LT Clifton Falcon, is one of eight service brothers.

troop replacements and personnel with special skills.

At the time this was written, the Military Air Transport Service was dispatching a four-engine transport plane across the Pacific every 75 minutes.

VR-8 Sets Another Record

The Navy's crack VR-8 Squadron, now assigned to MATS Pacific Division, has chalked up another record.

During the Berlin Airlift, "Operation Vittles," VR-8 out-performed all other Navy and Air Force squadrons involved in the gigantic air supply expedition by chalking up the highest efficiency rating. Now a part of the Pacific Airlift that is winging tons of supplies into Korea, an R5D of this squadron has established a local record performance by flying 274.9 hours during the month of August.

Squadron commander of VR-8 is Captain Joseph Clifton, usn, a veteran naval aviator. Navy and Air Force personnel of MATS Pacific Division are playing an important role in the Korean conflict by maintaining an around-the-clock shuttle, rushing vital cargo and personnel to the Far East, and returning wounded personnel to U. S. hospitals.

Even Flowery Language

When the Navy takes part in a daffodil festival, that's news.

Out in the Puyallup Valley and the city of Tacoma, Wash., a daffodil festival is held every year to commemorate the local proficiency of growing the *Bulbocodium vernum*. Floats are dressed up, bands play and civic groups march—all dedicated to the daffodil.

This year the U.S. Naval Station at Tacoma got into the act with a float of its own—the first time the Navy has taken part.

A former Regular Navy chief petty officer, retired as a bulb grower in the valley, donated all the daffodils needed to create a huge anchor of the delicate yellow flower.

The rest of the Navy truck was embellished with cedar boughs, huckleberry bush and miscellaneous flowers. On its side was the station name, spelled out in heavy manila line.

The final touch was provided by three Reservists in dress blues — Waves (good-looking, that is).

Ceremony Closes Chief's Naval Career

At the hour of 1425 a hush fell over the area around the quarter-deck of the destroyer tender *uss Prairie* (AD 15). Although the occasion had its note of solemnity, the OD's messenger smiled brightly as he stood beside the telephone. Men awaiting the next liberty boat stood aside in a respectful manner. An "old" chief was leaving the ship for his last time—retiring on 30. The skipper was seeing him off.

The retiring CPO was Jesse R. Kay, DKC, usn, who first joined the armed forces in 1919. At that time he enlisted in the Army's 62nd Infantry Division, Camp Lee, Va. After being discharged from the Army in 1922, he enlisted in the Navy at Portsmouth, Va. Soon he reported aboard the destroyer *uss Bushnell*—no relation to the submarine tender which later carried that name.

Kay then served aboard the aircraft carrier *uss Langley* and the scaplane tender *uss Wright* (AV 1). After leaving *Wright*, he reported aboard the Naval Air Station, Coco Solo, C.Z. Later billets consisted of fleet air units, battleships and cruisers.

A high spot in Kay's long career was his tour of duty aboard the heavy cruiser *uss Salt Lake City* (CA 25), and especially the period of 11–12 Oct 1942. *Salt Lake City* fought in the Second Battle of Savo Island, which occurred at that time,



SALUTE is rendered quarterdeck of *USS Prairie* as Jesse R. Kay, DKC, leaves his ship for the last time.

and was heavily damaged. Chief Kay was commended by his CO for excellent performance of duty during the nights of 11 and 12 Oct 1942—nights when the battle was in progress.

Prior to his departure from *Prairie*, the chief was commended by the CO of that ship for his contribution to the ship's good performance. *Prairie* stood first among CruDesPac destroyer tenders in the 1950 Battle Efficiency Competition.

Kay and his wife and their two children are now in the process of settling down for good in Ol' Virginny.

Some Enchanted Island

Naval personnel on the mid-Pacific island of Kwajalein may not have plush night clubs, lavish amusement parks, luxurious movie palaces, or cozy ice cream parlors at their fingertips—but where else do sailors attached to the "Forgotten Fleet" have an entire tropical island ready and waiting for recreation parties?

Burnett Island, just seven and a half miles north of Kwajalein, abounding with stately coconut palms and lush equatorial foliage, affords the sailors an opportunity to relax in comfort and abandon over the week-ends.

A fast game of baseball or volleyball, followed by a quick dip in the cool waters of the blue lagoon, is sufficient to whet anyone's appetite

for a thick, sizzling steak and an ice-cold drink—true leisure, seasoned with a dash of tropical sunshine.

Beautiful vari-colored shells, hiding from the sun under every rock and fragment of coral, are waiting to be added to any of the extensive collections that may be found among servicemen on Kwajalein. Shells that are often found in one day may include the rainbow-hued cat's eye, the delicately formed helmet shell, and the ponderous killer clam.

For the angler, there is rich sport on Burnett Island. Strange and exotic tropical fish are abundant.

With a sigh of resignation at the end of the day, watching the inevitable LCM draw closer, the men lay aside their partially finished coconuts, gather their gear together, and prepare to leave tiny, verdant Burnett Island.



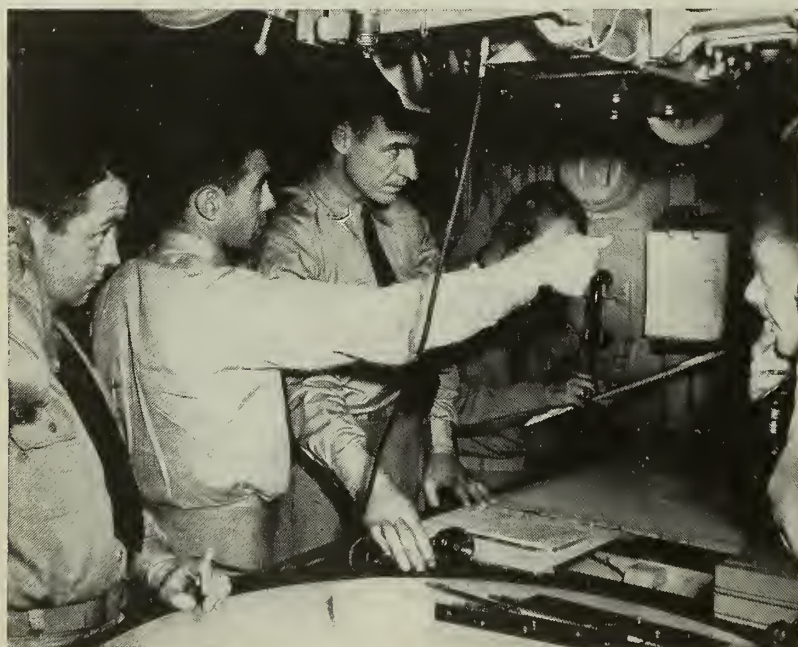
HARBOR CLEARED, students of CIC Officers School at NAS Glenview familiarize themselves with assigned stations aboard *Daniel A. Joy*.

CIC Officers Try All Shipboard Stations

To give prospective combat information officers a bird's-eye view of the potentialities of radar afloat, a whole class of CIC student officers was turned loose aboard a destroyer escort on Lake Michigan.

CIC was king for a day as student-officers took over not only all

the CIC billets on *uss Daniel A. Joy* (DE 585) but many of the command posts as well. This type of training gave the future CIC officers a first-hand idea of how the information they will collect in their CICs will affect many phases of the operation of their ship.



PRACTICAL aspects of a working CIC and importance of coordination of all stations were emphasized during the highly successful cruise.

Standard ID Card for All

A standard form of identification card will soon be placed in use by all branches of the armed forces. It will be used by both officers and enlisted personnel.

For active duty personnel the new identification card will be printed in green on a white background, and will contain a photograph of the individual. Inactive duty personnel will be issued a similar card, except that it will be printed in red and will not contain a photograph. The only difference in the cards issued by the various services will be the department seal and the return address.

Currently used Navy identification cards—Forms NavPers 546, 904, and 907—will continue to serve as a means of identification of individuals until the new cards are issued. At that time the old cards will be collected and destroyed.

The directive, BuPers Circ. Ltr. 139-50 (NDB, 31 Aug 1950), points out that the new Armed Forces Identification Card is not a pass, but is intended to assist in identifying the bearer and establishing his position in the armed services. Announcement of a standard type of liberty pass for all components of the armed forces has previously been made.

The new identification cards are printed on special "non-erasable" paper and will be laminated between two sheets of plastic for durability.

Once a Texan, Always One

Making the rounds among wounded Leathernecks at Tripler General Hospital in Pearl Harbor, General Clifton B. Cates, usmc, Commandant of the Marine Corps, stopped by one Marine private's bedside.

He was Pfc. Billie D. Campbell, who told the general he was doing fine. "I'll be a lot better when I get back to the States," he added.

General Cates reflected for a moment. "Actually," he said, "you should consider yourself in the States now, son."

But the general, who didn't know Pfc. Campbell was from Gladewater, Tex., saw what the Marine was getting at when the hospital's commanding officer explained: "A Texan doesn't ever seem to think he's back in the States until he's back in Texas, General."

The general smiled, nodded, and moved on.



FORMIDABLE forward wall and an air minded backfield will greet opponents of the 1950 Cherry Point Flyers football team.

Roundup of Sports Results

Here are some miscellaneous and end-of-season results reported to ALL HANDS from various commands:

- Baseball champs of the Atlantic Fleet for the second year in a row are the Little Creek Amphibs. The Middle Eastern Service Conference horsehide crown, as well as the 5th Naval District title, was captured by the Flyers of NAS Norfolk. Still licking their wounds from lacings at the hands of their arch-rival Flyers, the Amphibs took them on in a post-season series, won two out of three games. The scores: 7-1, 0-1, 5-0.

- The 9th Naval District softball crown went to NTC Great Lakes. The Centermen defeated NAS Glenview, NAS Minneapolis and NAS Denver in the title tourney.

- Quantico had the best baseball season in the history of the base. The rampaging Marines rolled up a record of 100 victories and only 15 losses. Their hefty sluggers pounded out 155 home runs. Frank Wall, SGT, USMC, ace hurler for the leathernicks, compiled a 24-2 pitching record.

- In the 12th Naval District, NAS Alameda won the baseball crown, NAS Oakland won the swimming title, Mare Island Shipyard won the golf title, and Department of Pacific Marines tallied high score in the district pistol championship matches.

- NAS San Diego's swimming team stroked to top honors in the 11th Naval District swimming championship. The airmen won 10 first places out of 13 events.

- A team of sharp-shooting pistoleers from NAS Pensacola collected a chestful of medals in the Louisiana

State Pistol Championships. The four-man Navy team won 31 individual medals and three team awards while shooting against such nationally famous teams as the Detroit and Missouri Police.

Marine Merman Mangles Mark

Marine swimmer Del "Webfoot" Norman, MCAS Cherry Point, N.C., has set a new Junior National AAU record in the 55-meter freestyle event.

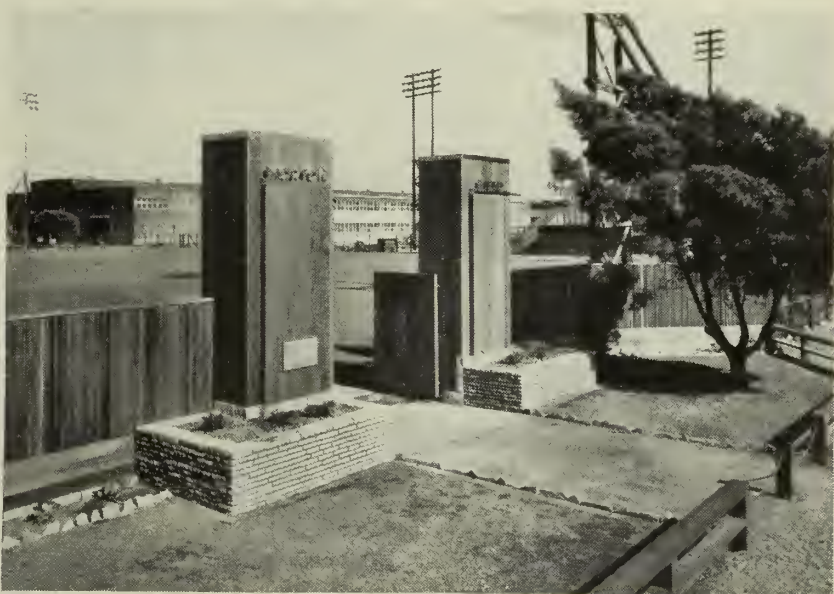
Participating as a member of a Cherry Point team entered in the meet held at Fort Lauderdale, Fla., Norman streaked across the finish line in 26.7 seconds, later in the finals churned off a 27.1 for the record.

Sharp Skeet Shooters

Skeet shooters from 18 military bases put on a spectacular display of shooting at the National Skeet Championships, held in Dallas, Texas. The service teams competed in the All Gauge Military Skeet Shoot.

Individual Service Skeet Champion is C. B. Jones, TS, USAF, Hensley Field, Tex. Runner-up was Glen Van Buren, SS USAF, Carswell Field, Texas. Third place winner was Lon A. Walton, TS, USMC, MSD, Norfolk, Va.

The winning teams by classes are: Class AA—USAF Carswell Field, Fort Worth Texas; Class A—USAF Maxwell Field, Ala.; Class B—NAS Norfolk, Va.; Class C—NAS Oceana, Va.



REDWOOD ENTRANCE, new lighting and sprinkler systems have been installed at Mare Island's completely reconditioned Morton Athletic Field.

SIDELINE STRATEGY

Although it's talking out of season to mention baseball in the midst of oven-hot gridirons, we cannot help but indulge in a reminiscence of one of the Quantico Marines' most dazzling diamond didos of the past summer.

The situation was this: Playing on their home field, the Marines came to bat in the last of the ninth trailing by two runs. Three walks and a pair of singles paid off to tie the tally at 6-6. Two men went out but the bases became loaded. The potential third-out batsman stepped to the plate. Mike Ilitch, the leatherneck's shortstop, was on third. As the pitcher wound up for his first delivery, Mike took off like a nudist sitting on a hot waffle iron. When the dust settled, he had stolen home to win the contest 7-6.

Stealing home in any league is far from a common occurrence, but the robbery in this instance was a masterpiece of audacity. The losing team? The District of Columbia Police. Two days later the same marauding Marines put out the D. C. firemen 7-5.

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When MCAS El Toro dropped its opening football game this season to AirPac, irate feminine fans could not restrain themselves. One determined lady invaded the circle of jubilant AirPackers, located the player who had

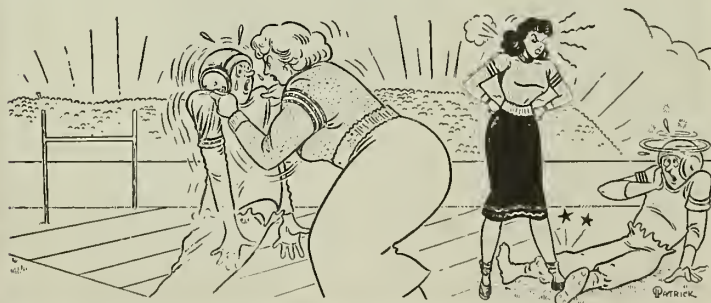
raised most havoc with El Toro, and delivered a well-placed kick to his shin-bone. Another AirPac backfield star was collared by an irate fan who snapped, "Young man, why aren't you overseas?"

* * *

Out in the west they still shoot straight, as is reaffirmed by a report from the 12th Naval District. Vice Admiral George D. Murray, USN, Commander Western Sea Frontier, is a handy man with shootin' irons—and woods. The Admiral teed off on the seventh hole of the San Francisco Golf Club course, watched the ball go all the way for a hole in one.

* * *

Even in football—which has not exactly been a static game in recent years—there is room for innovations. The pigskin squad at NAS Jacksonville has come up with what is described as the "funnel huddle." Players line up in a funnel or megaphone shaped formation, with the quarterback at the "talking end." Because of the position of each player in relation to the quarterback, they are supposed to hear more clearly when signals are called. Because the players "fall in" the huddle in relation to their playing position, the new formation is also supposed to reduce the time required to get into position and commence play.—Earl Smith, JOC, USN, ALL HANDS Sports Editor.



'Oh, I Wish I Was in Dixie'

USS *Dixie* (AD 14) is a ship that has filled many pages of her log book while anchored in foreign harbors, tending her flock of tin cans. Consequently, her crew has become proficient at making maximum use of any recreational facilities available. Now in Japanese waters, *Dixie* is again demonstrating how to keep morale high with a well-rounded sports and recreation program.

Boxing matches, deep sea fishing, sight-seeing tours, hunting trips, smokers and bingo games are provided for crew members during off duty hours. Crewmen respond enthusiastically to this program.

Probably the most ingenious form of recreation provided by *Dixie* is the "postman's holiday" cruise every Wednesday. Sailors pile aboard a former Japanese sea-going tug for a leisurely cruise to a beach 25 miles away. They are accompanied by voluminous quantities of beverages and sandwiches.

While the tug cruises lazily along, objects are hurled over the stern and sailors pot at them with pistols and carbines. Some men break out fishing gear while others go swimming. Unfortunately, the fishing isn't too good in the area, but this doesn't stop those enthusiasts who get a kick out of wetting a line.

For aspiring "Daniel Boones", hunting trips are organized. Twelve gauge shotguns and ammunition are provided, and the hunters trample the Japanese countryside in quest of quail, pheasant and ducks. The hunting is better than the fishing, and with a little persuasion a successful hunter can talk the ship's cook into preparing his game for him.

Dixie can round up a potent stable of boxers for matches with men from other U.S. ships, and with British, Australian, Dutch, and French sailors. Two of the 1950 All Navy boxing champs—Sam "The Assassin" Williams, SA, USN, the middleweight champ, and Jimmy Quinn, SN, USN, the flyweight titleholder—are in ship's company, and are two reasons why *Dixie* seldom comes out on the short end of a boxing card.

Every Tuesday night a giant bingo game is held on board *Dixie*, with large numbers of crewmen participating. Valuable prizes, in the form of merchandise, sustain interest in the game.—Felix B. Grosso, JO1, USN.

THE BULLETIN BOARD

New Law Will Increase Income Taxes for Most Naval Personnel

Most naval personnel can expect a larger bite out of their pay checks for income tax as a result of new legislation. A new law entitled "The Revenue Act of 1950" (Public Law 814, 81st Congress) has made a number of changes in the income tax laws affecting both individuals and corporations. Here are the principal items of the new law that affect service personnel:

- The income tax rates for all individuals have been increased, effective from 1 Oct 1950. The rate of increase is approximately 20 per cent on an annual basis. The administrative problems of applying this increased rate to specific income received after 1 Oct 1950 are obvious. Therefore, the law has increased the tax on 1950 taxable income by approximately five per cent in order to give effect to the annual increase for but one-fourth of a year. So, if the tax on your 1950 income would have been \$200 at the old rate, you can now expect it to be approximately \$210. However, in 1951 the same taxable income will cost you approximately \$240.

- It will not be necessary for you to amend a declaration of estimated tax you may have already filed simply because of the new increase in rates. You may pay any difference in tax when you file your final return after the close of the taxable year.

- You will "pay as you go" most of this tax increase by an increase in the withholding rates. The new law provides new withholding tax tables on all "wages" paid on and after 1 Oct 1950, and the rate of withholding has been increased from 15 to 18 per cent. If the disbursing officer has been withholding, for example, \$20.10 from your pay each month, starting 1 October he will be required to withhold \$24.20 each month.

- A new exemption is being allowed for members of the armed forces who serve in a "combat zone." After 24 June 1950, and prior to 1 Jan 1952, service personnel in enlisted grades and warrant ranks

(including commissioned warrant) may exclude from taxable income all active service pay for any month, any part of which they served in a "combat zone." Commissioned officers may exclude up to \$200 of active service pay for any month, any part of which they served in a "combat zone."

A person will "serve" whether his duty is under TAD orders or permanent change of station. A "combat zone" is such area as the President, by Executive Order, may prescribe. Korea and certain immediately adjacent waters are being included in the "combat zone," and personnel who have been in this area since 24 June 1950 will be entitled to the "combat zone exemption."

- Since 31 Oct 1950, disbursing officers have not withheld any income tax for any month, any part of which a member of the armed forces served in a "combat zone." In the case of an officer whose pay is \$500 for a month, during some part of which he served in a "combat zone," no withholding will be made for that month. However, since his exemption from tax for such month is limited to \$200, it will be necessary for the officer to pay any additional tax on the non-exempt \$300 directly to the Collector of Internal Revenue when he files his return.

- Income tax forms furnished to service personnel at the end of the year are required to show only the amount of taxable pay and the amount actually withheld during the year. The "combat zone" income will be excluded.

- Military and civilian personnel serving in a "possession of the United States" have previously enjoyed the benefit of excluding their salaries from their Federal income tax returns, provided certain percentage requirements were met. The new law eliminates this exemption by providing, in effect, that citizen employees of the United States Government on any of its agencies may no longer exclude their compensation for services performed in a "possession of the United States."

The elimination of this exemption is retroactive to 1 Jan 1950. Accordingly, since most U. S. personnel who have been in a "possession of the U. S." during 1950 have had no tax withheld from their pay while in such possession, and it will be necessary for them to make up a substantial amount of tax and pay it directly to the Collector of Internal Revenue when they file their final return for 1950.

- On and after 1 Jan 1951, the compensation for services of citizen employees of the United States in a "possession of the United States" will be subject to withholding at source in the same manner as that of employees serving in the United States.

More detailed information with respect to the provisions of the Revenue Act of 1950 will be contained in the Federal Income Tax Information Pamphlet, to be published by BuSandA in the near future. Specific inquiries on tax matters may be sent to the Professional Assistants Division, OB-1, Bureau of Supplies and Accounts, Department of the Navy, Washington 25, D. C.

Marine Organized Reserve Mobilized in Only 43 Days

Mobilization of all Organized Reserve ground units of the Marine Corps was completed in only 43 days.

Involved in the rapid return to active duty were 138 separate Organized Reserve units in 126 cities. Along with the male units were 13 attached platoons of women Reservists who also got back into full-time service. Male Reservists were sent initially to Camp Joseph H. Pendleton, Oceanside, Calif., and to Camp Lejeune, N. C. The lady Marines were deployed also to Camp Lejeune, and to San Francisco, Calif.

Volunteer Marine Reservists are also flocking into uniform, causing classification offices to work many hours overtime at the task of screening personnel as to training and capabilities.

New, Revised Edition of 'The Bluejackets' Manual' Now Available

An up-to-date, new edition of *The Bluejackets' Manual*—the 14th for this "Bible" of the Navy enlisted man—is now available at your Navy exchange.

Since the last edition was printed, in 1946, the Navy and its personnel have gone through many changes. Also, the 1946 edition followed closely the 1944 wartime edition.

Although the cover of the 1950 book is the same, the well-known BJM on the inside has been screened closely as to pertinent content. Gone from its pages are such items as boat drill and sailing, complicated navigation and communications procedures and a detailed description of ship's routine that never seemed to hold true on board Navy vessels.

Instead you'll find information on diesel landing craft and liberty boats, how to "navigate" in a general way without instruments and to communicate by easily available means and general information on shipboard life that could pertain to almost any vessel of the fleet.

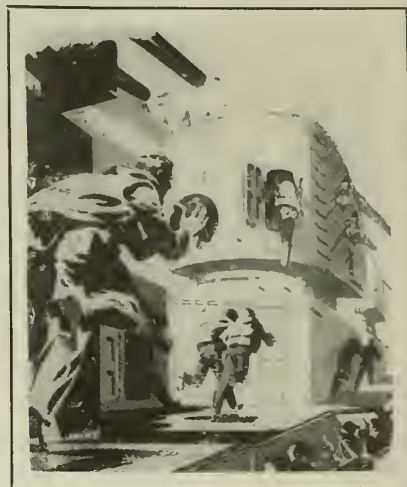
Ever since 1902 Navymen have had a BJM to guide them. The first edition of half a century ago was mainly for petty officers but today's 14th edition is more for non-rated men in general, including recruits and Reservists.

You can read over BJM with the thought in mind that you should be thoroughly familiar with everything in the book. The subjects were picked from NavPers 18068, the list of "Military Requirements for All Men in the Navy." As a further help,

the same list is reprinted in the BJM appendix.

With the principle in mind that the new BJM is for use as a general text for recruits at training centers and as a reference book for all enlisted men, the editors included many new features, such as the following:

- Questions at the end of each chapter pertaining to the subject. The answers are given in the appendix, enabling closer self-study.
- A lengthy list of books for further study.
- A chart showing standards by which enlisted personnel are marked for proficiency in rate, seamanship, mechanical ability, leadership and conduct.
- The complete list of "Military



pressed gases, machinery, electrical gear, aircraft and so forth.

• Uniforms and insignia are brought up to date with the many changes of the new rating structure and other smaller changes.

A section on pay accounts brings in the many changes of the Career Compensation Act of 1949.

Edited in the Training Publications Section of the Bureau of Naval Personnel, *The Bluejackets' Manual* is published by the U.S. Naval Institute, Annapolis, Md. Servicemen may buy it at Navy exchanges for about half the price outside bookstores will charge. The price to ordinary customers is \$3.00 per copy, whether bought at the bookstores or ordered from the U. S. Naval Institute, which will accept check or money order and pay the postage. Special price to Naval Institute members is \$2.40 per copy.



Requirements for All Enlisted Personnel in the Navy," with requirements for non-rated men printed in easily-read boldface.

- An expanded chapter on naval customs and courtesies.
- A completely new chapter on naval organization showing particularly the Navy's role in unification and its relation to the Department of Defense.
- A new chapter on awards and decorations. Previous editions of BJM devoted only one page to this subject.
- "Inspections and Care of Government Property" receives more space in a chapter on that subject.
- General roundup of safety precautions around ammunition, com-



PUC to Two Air Squadrons, Three Others Get NUC for Anti-Submarine Operations

Presidential Unit Citations were awarded to two aircraft squadrons and Navy Unit Commendations to three aircraft squadrons for World War II anti-submarine operations in the Atlantic.

PUCs were given to:

- *Patrol Squadron 83 (later Bombing Squadron 107)*—For action against enemy forces in Atlantic waters during the periods January through April 1943, July through February 1944, and for the month of September 1944. During this time VP-83 sank one Italian and six German submarines, played a major role in sinking a seventh German submarine and an armed German blockade runner, and assisted in destroying an eighth German U-boat.

- *Patrol Squadron 84*—For action against enemy forces in Atlantic waters from 1 Nov. 1942 to 30 June 1943, during which time the squadron sank six enemy German submarines and played an important role in the development of Iceland air bases.

NUCs were given to:

- *Patrol Squadron 32*—For action against enemy forces in Atlantic waters off Cuba from 1 to 31 July 1943, in 13 days of which three enemy submarines were sunk.

- *Patrol Squadron 82 (later Bombing Squadron 123)*—For action against enemy forces in Atlantic waters off Newfoundland from 15 January to 10 June 1942 and during the month of April 1943. The squadron sank three enemy German submarines.

- *Patrol Squadron 103 (later Bombing Squadron 103)*—For action against enemy forces in Atlantic waters off England from 1 Nov 1943 to Jan 1944, and from 1 Mar to 30 Apr 1945, in which four enemy German submarines were sunk and an assist was given in the sinking of a fifth.

Personnel attached to and serving with the squadrons during the designated periods are authorized to wear the proper ribbon. The Bureau of Naval Personnel will issue individual authorization to all eligible personnel without further action on their part.

ARMED FORCES LIBERTY PASS		SERVICE	DATE ISSUED	
LAST NAME	FIRST NAME	MIDDLE INITIAL	CARD NO.	
SERVICE NUMBER		GRADE	RATE	
ORGANIZATION		INSTALLATION	BASE	
TIME LIMITS				
SIGNATURE AND GRADE OF ISSUING OFFICER				
DD EXPERIMENTAL FORM DRAFT 1 FEBRUARY 1950				

New Liberty Pass

Naval Personnel Will Get Armed Forces Liberty Pass

Gone are the days when you will get a different style liberty card at each new duty station.

Soon all Navy men as well as other members of the armed forces will be issued one standard card for use wherever they are stationed, in Portland Me., or Portland, Ore.

The new liberty card will come in five assorted colors—red, blue, green, salmon and yellow—and will be distributed in mid-1951 when the current stocks of old-type liberty cards have been used up.

At the present time, the Navy has 1,000,000 old-type cards which it wants to use up before the new Department of Defense card goes into circulation. Incidentally, the remaining Navy cards are in the above five colors also—a different color for each liberty section.

Shown above is an illustration of the forthcoming "Armed Forces Liberty Pass." The card measures 3½ by 2½ inches—just the size to fit in your wallet.

New Sanitation Course Open to Qualified EMs

Environmental Sanitation Technique is a new course at the Naval Hospital, Oakland, Calif., for enlisted Hospital Corps personnel.

The next class begins 1 Feb 1951, the first class having convened 1 Nov 1950. New classes convene every two months, but the course is four months long and covers 640 hours of instruction.

Designed to give instruction in controlling and eliminating health hazards in the environment, the course covers such subjects as administration and organization, bacteriology and immunology, epidemiology and entomology, vital statistics, and military sanitation.

Four Enlisted Men Awarded The Navy and Marine Corps Medal for Heroic Actions

Navy and Marine Corps Medals have been awarded to four Navy enlisted men for life-saving and rescue efforts. They are:

- Joseph E. Frederick, AO1, USNR—Hearing a splash between the hull of *uss Sea Leopard* (SS 483) and the pier, Frederick plunged over the side in the darkness, repeatedly dived to locate what he suspected to be a victim of a fall from the pier. He finally located the unconscious man beneath the surface, assisted in getting him on board and applied artificial respiration. The man lived.

- Paul D. Pollakis, AN, USN—When a plane crashed at NAS Quonset Point, R. I., and caught fire, Pollakis saw one of the fire fighters become engulfed in flames and start running in a panic-stricken manner. He downed the man with a flying tackle, smothered the fire with his body and the foam mixture on the ground.

- Stanley E. Steen, AN, USN—When a 500-pound hatch on *uss Kearsarge* (CV 33) came loose from its moorings and trapped a man beneath it, Steen single-handedly retarded the falling hatch and enabled the shipmate to escape unhurt. Two of his fingers were badly mutilated while doing it.

- J. B. Taylor, BM2, USN—When *uss Saufley* (DDE 465) went to the rescue of a survivor of a plane crash, Taylor swam through shark-infested water to recover the man. Rifle fire from his shipmates warded off a shark which had partially bitten off the left shoulder of the victim of the crash. Taylor succeeded in bringing the man to safety.



"There isn't another seat on the bus."

New System of Priorities Is Listed for Travel in MSTS Vessels

A new system of priorities for travel on vessels of the Military Sea Transportation Service is set forth in a set of regulations approved by the Joint Chiefs of Staff.

All authorizations for MSTS transportation, the regulations state, are made by the Departments of the Army, Navy and Air Force and also the Coast Guard, with a Joint Military Transportation Committee handling cases which do not come specifically within the primary interest of one of the services.

The regulations point out that the Commander MSTS is not concerned with making the authorizations—a fact which is not generally understood, as indicated by the number of requests by individuals forwarded to MSTS. "His responsibility for passengers," the regulations state in referring to the Commander MSTS, "shall commence upon embarkation and shall terminate upon disembarkation."

As noted in a previous issue of ALL HANDS (September 1950, p. 55), requests for military transportation which are not submitted through the normal chain of command should be addressed to: Chief of Naval Personnel, Transportation Division, Department of the Navy, Washington 25, D. C. Marine Corps personnel should submit their requests to: Commandant, U.S. Marine Corps, Washington 25, D. C. In general, most of the requests made by individuals and not

First Purple Hearts Given In U. S. for Korean Action

The first Purple Heart medals to be presented in the U. S. to casualties of the Korean war were awarded to 120 Army, Navy and Marine Corps combat veterans in special ceremonies at U. S. Naval Hospital, Oakland, Calif.

One award was posthumous in the name of CPL Daniel A. Harvey, 19-year-old Marine who died at the hospital the night before presentation ceremonies.

through the normal chain of command are in connection with transportation arrangements for servicemen on leave, for dependents, and for retired personnel.

The new regulations are mainly concerned with establishing a more complete system of categories of persons eligible to travel on vessels of the Military Sea Transportation Service. Spaces are assigned by the department concerned on the basis of military necessity in the cases of space requirement traffic or on a basis of space left over after military necessities are fulfilled in the case of space available traffic.

There are two types of MSTS transportation: "Space Requirement Travel" which includes six categories of passengers, and "Space Available

Travel" which comprises another 13 categories space for which may be assigned if not needed for the accommodation of space requirement passengers and would otherwise sail unused.

Here is the list of categories, with the term "personnel of the Department of Defense" including personnel of the Coast Guard as well as the other services:

Space Requirement Travel:

Category 1. Military personnel of the Department of Defense on active duty traveling under permanent change of station or temporary duty orders, or in an emergency leave status.

2. Civilian personnel of the Department of Defense traveling under permanent change of station, temporary duty or emergency leave orders.

3. Members of Congress traveling on official business at the request of and subject to such controls as may be prescribed by the chairman of the committee on which the member of Congress is serving.

4. Dependents of military and civilian personnel of the Department of Defense when traveling under permanent change of station orders or travel authorizations in connection with permanent change of station.

5. Red Cross personnel on duty with the armed forces in time of war or in time of emergency as declared by the President and traveling under orders of the sponsoring department.

6. Dependents of military and civilian personnel of the Department of Defense stationed overseas when such dependents are traveling to or from the U.S. for the purpose of attending school, not to exceed one round trip per year.

Space Available Travel:

(The order of the various categories listed here is in normal order except as it may be changed by the sponsoring department for special reasons. The priority of travel within each category of "space available basis" personnel is established by the sponsoring department.)

Category 7. Members of Congress when traveling on other than official business, and also dependents accompanying a member of Congress,

Visit to a Sugar Mill in Hawaii Is Sweet Liberty

One of the many interesting ways to spend a liberty in Hawaii is to visit a mill where tall, green cane stalks are transformed into sugar.

A group of sailors from NAS Barber's Point, Oahu, T.H., spent the day tracing the evolution of a grain of sugar from the field into the sack. Big harvesting machines chopped the cane from the fields, and trucks hauled it to the mill, where it was placed on a conveyor belt.

Traveling on the belt, the cane was washed, chopped into fine particles, then fed into huge crushers and rollers that extracted all the juice.

The sailors next watched the

juice go through a series of cleaning operations.

Final stage of the operation was placing the massecuite in a centrifugal machine which "spin dried" it in much the same manner as automatic washing machines remove water from clothing. This procedure removed the molasses, which is used for stock feed, fertilizer and in the manufacture of alcohol. The raw sugar, similar to the brown sugar used in kitchens, was then bagged for shipment to California refineries, where it will be further processed into the gleaming white crystals you use in your cup of joe.—W.C.C. Johnson, JOC, USN.

whether the congressman is on official business or not.

8. Employees of the Coast and Geodetic Survey and the Public Health Service traveling under permanent change of station or temporary duty orders, and also their dependents when permanent change of stations orders are carried out.

9. Military personnel of the Department of Defense whose permanent stations are outside the continental limits of the U.S. when traveling in an ordinary leave status and their dependents when accompanying them. Also civilian personnel of the Department of Defense and their dependents when travel is in connection with contract renewal.

10. Dependents of military personnel of the Department of Defense traveling on temporary duty orders or temporary additional duty orders involving duty for a period of not less than six months. Exceptions may be granted only at the direction of the Secretaries of the Departments.

11. Dependents of military personnel stationed overseas, traveling on other than permanent change of station orders and accompanied by the serviceman on whom they are dependent, for transportation to and from a U.S. port, or to and from an overseas port in the same or adjacent overseas command.

12. Military personnel of the Department of Defense whose permanent station is within the continental limits of the U.S., traveling on leave status with their dependents in company.

13. Military personnel on the retired lists of the departments who are receiving retirement pay and not traveling pursuant to their retired orders, and their accompanying dependents.

14. Officials and employees of government agencies other than the Department of Defense, except as provided for in other categories. They must be traveling under permanent change of station or temporary duty orders. Dependents of the official may travel in this category only on permanent change of station orders issued to the official and must pay for the transportation and applicable taxes. Further limitations are listed in category 20.

15. Employees of the Panama Canal and their dependents may be

HOW DID IT START

Boatswain's Pipe

One of the oldest and most distinctive pieces of personal nautical equipment is the boatswain's pipe.

In the days of antiquity, a pipe or flute was used by Greek and Roman galley navigators to set and keep the stroke of slave oarsmen.

In the early navy of England, the pipe became a badge of office and of honor. The Lord High Admiral wore a gold pipe on a golden chain around his neck. Other commanders took to wearing a silver pipe, or "whistle of command," which was used to call attention to orders about to be passed, or to salute ranking officers and distinguished personages. Later, the pipe became the distinguished emblem of the boatswain and his mates.

Used for passing orders or "winding calls," and for ceremonies such as piping

officers over the side, the boatswain's pipe or "call" with its many combinations of trills, peeps and blasts is one of the most familiar items of today's shipboard routine.



transported between the U.S. and the Canal Zone, subject to existing and future reciprocal agreements.

16. Commercial passengers to and from Guam, subject to regulations prescribed by sponsoring departments, may be transported on a revenue basis plus applicable taxes, and further subject to the limitations of category 20 below.

17. Secretaries of the Army and Navy Department of the Young Men's Christian Association traveling on orders of the sponsoring department.

18. Members and employees of the Hawaiian and Puerto Rican governments traveling on official business. They must pay for their transportation and applicable taxes and are further subject to the limitations of category 20 below.

19. Any person may be authorized to travel on a space available basis on an MSTs vessel by one of the departments in an emergency involving catastrophe or for humanitarian considerations of loss of life, when other means of transportation are not available, feasible or adequate.

20. Only under unusual circumstances and subject to provisions as listed in the categories may commercial passengers not specifically mentioned in previous categories be authorized for MSTs travel. Instructions pertaining to applications and

authorizations for transportation for commercial passengers will be prescribed by the individual departments. In addition to these specific instructions, prospective commercial passengers must submit substantial proof that commercial service is not available. Revenue fares and taxes, payable in U.S. currency, must be assessed for all commercial travel.

CPO Commended by Army For Signal Corps Work

Proof that armed services cooperation is on a working basis can be supplied by a Navy chief petty officer who has been awarded an Army commendation.

When the Army Signal Corps prepared to conduct a series of tests in the Bahama Islands, they required the assistance of a skilled balloon operator. The Navy loaned them Gerard Molina Jr., AMC, of Naval Air Station, Lakehurst, N. J.

Shortly after conclusion of the tests the Army was prompt to reward Chief Molina for his services with a commendation, for "he not only performed his duties in an excellent manner, but also displayed outstanding qualities of leadership, adaptability, loyalty and perseverance."

Safeguarding Security Is Vitally Important to Navy and to You

Can you keep a secret?

With men dying in Korea, it's more important than ever that the Navy's secrets remain just that—*secret*.

There is a word for keeping secret. That word is *security*. Safeguarding security means that as a Navy man you give away no information which might possibly be of help to the enemy.

Security is important to the Navy. By keeping the development of new weapons quiet and by not talking about the movement of ships to the forward areas, the Navy can spring surprises on the enemy—big surprises that can lead to victory.

Safeguarding security is also important to you. So important it could mean life or death. Your loose tongue—or somebody else's—could send your ship to the bottom of the ocean. There were times during World War II when Nazi submarines seemed to know exactly where to find vulnerable allied convoys. It probably wasn't just luck. Somebody blabbed.

Security depends on you—it depends on you and on every other man in the Navy. If one sailor talks to the wrong person at the right time

about the wrong thing, security is breached. *Once is all it takes.*

It's up to you and your shipmates to watch what you say and to be careful what you write in your letters home. If you are in an aircraft carrier, the North Koreans would like to know how many fighter planes you have aboard. If you are in a transport, they would like to find out how many marines you have aboard. If you are in an LST, they would turn somersaults to discover how many tanks you're carrying.

Don't tell them. Let 'em guess. Develop what President Franklin Roosevelt used to call a "zipper lip." And then keep it zipped shut at the right times.

To know what you should say and what you shouldn't say, you should be familiar with existing security regulations. It's up to you to know what is secret and what isn't, what you can talk about and what you had better be quiet about.

One other point: thus far the Navy has not found it necessary to clamp on tight censorship regulations such as it did in World War II. These measures included censorship of personal letters, prohibition of cameras

aboard ship and a rule against keeping any kind of personal diary.

But the fact that these regulations have not been applied to date does not mean that you are any less responsible for keeping *all* classified information to yourself. Actually, you are more responsible than ever. Censorship is voluntary.

That means you must practice what they call "security at the source." The source, of course, is you. Don't talk to *anyone* outside the Navy about things which you know to be classified. To help you recognize classified material, here is a check-off list for information concerning preparations for war:

- **Troops**—Button your lip about the location or movement of troops and the type of weapons with which they are armed. If you see a trainload of service men moving west, keep that information to yourself.

- **Harbors, ships and cargoes**—Mum's the word on the location, destination or cargo of any U. S., Allied or neutral vessels. Ditto for any information about a transport, convoy, harbor defense or mine field, construction of new ships, launchings, sinkings or damage to ships. Many's the time during World War II the Japs and Nazis didn't know whether they damaged a ship badly or not—because we weren't talking.

- **Aircraft**—Steer the conversation away from production figures on aircraft, location, destination or time of departure of aircraft units or troop or material movements by air. Furthermore, if you know that an F9F can climb to 40,000 feet, don't let the enemy know it too.

- **Fortifications**—No spikka da English about anti-aircraft installations, locations of bomb shelters or location and description of camouflaged war plants or military installations, especially those outside the U. S.

- **Production**—Don't give away any figures on production which you might have learned before (or after) you came in the Navy. The enemy, for example, would like to know how many tanks the Detroit tank arsenal can produce each week. If you once worked there and know, don't tell.

- **Weather**—Don't pass out free

WAY BACK WHEN

Navy Pay

Under the pay scale of today's Navy, a seaman recruit who has served but 30 days is entitled to as much base pay as was a captain of the original "new" Navy of 156 years ago—\$75 per month.

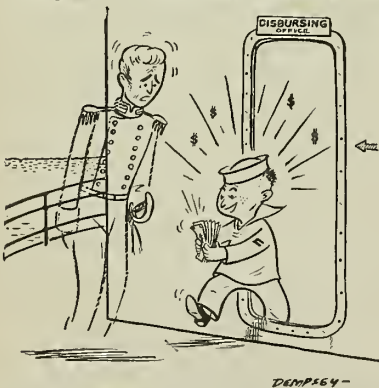
To protect our commerce at sea, an Act of Congress (27 Mar 1794) authorized the

building and manning of six frigates. The act contained only nine sections, three of which had to do with pay and subsistence and allowed that the monthly pay of commissioned and warrant officers and enlisted personnel should be as follows:

Captains, \$75; surgeons, \$50; lieutenants, chaplains, sailing masters, and pursers, \$40; surgeons' mates, \$30; lieutenants of marines, \$26; boatswains, gunners, sail-makers, and carpenters, \$14.

Petty officers, midshipmen, seamen, ordinary seamen, and marines would receive pay as fixed by the President, "provided that the whole sum to be given for the whole pay of aforesaid shall not exceed \$27,000 per month."

When it is considered that the six vessels involved in the original law were authorized a total complement of close to 2,000 enlisted personnel, it can readily be seen that the financial lot of the petty officer or seaman was anything but lucrative.



DEMPSEY-

dope on the weather either, especially if you know more about it than the town weatherman. Good weather often means lots of air activity—don't tip off the enemy.

• **Rumors**—Although rumors come as naturally to a Navy man as a cup of hot joe on a cold evening, don't pass along stories you know to be untrue. It does no good. It can do a lot of harm to morale. It can lead to an enemy agent picking up a clue which will put him on the track of something good—for him.

The above subjects are the ones you shouldn't talk about. There are many things concerning the Navy that you are perfectly free to talk about. Practicing security doesn't mean that you can't tell people about the Navy—the outfit you work for.

Practicing security properly means only that you can't tell people about such activities of the Navy as those covered in the above list. Keep the conversation away from the facts and figures covered above and the enemy will have slim pickings.

When in doubt, *tell 'em nothin'.*

Two Special Short Courses Offered at Carlisle School

Two special short courses in public information and armed forces information and education are being conducted at the Armed Forces Information School, Carlisle, Pa.

First of these courses began on 1 Nov 1950 and will run through 13 Dec 1950. The second of these courses begins 10 Jan 1951 and closes on 21 Feb 1951. Especially designed to meet the needs of Reserve officers ordered to active duty public information and information and education billets, these courses will run concurrently with the regular 14-week-long courses for officers.

The directive, BuPers Circ. Ltr. 151-50 (NDB, 15 Sept 1950), also announced a change in the regular courses at the school. The 3 Jan 1951 regular officer courses are cancelled, and the convening date of 3 Jan 1951 for the regular enlisted courses is being changed to 10 Jan 1951. This modification of class schedules is being made to allow the Armed Forces Information School to move to a new location during the period 21 Feb 1951–15 Apr 1951.

No Waivers for LTA Pilots Assigned to HTA Training

All officers desiring assignment to heavier-than-air flight training are required to meet all the eligibility requirements established by BuPers Circ. Ltr. 209-47 (NDB 47-1027).

Previously, certain of the requirements established by this directive were waived in cases involving lighter-than-air pilots who desired to qualify as heavier-than-air pilots. Henceforth, LTA pilots requesting HTA training must meet the same requirements established for non-aviators.

This change in policy was announced by BuPers Circ. Ltr. 147-50 (NDB 15 Sept 1950).

Certain Officers Will Be Considered for Permanent

Certain officers commissioned from aviation-midshipman and NROTC-college status are to be considered for retention as permanent officers of the Regular Navy.

Selection boards, convening on 1 Apr 1951, will consider the following category of officers for retention:

- Aviation-midshipman — officers who accepted appointments in the Regular Navy in the calendar year 1950. The retention of officers commissioned from this status will be governed by BuPers Circ. Ltr. 174-48 (AS&SL July-Dec 1948), in respect to request for retention and termination of regular commissions.

- NROTC and college graduates — officers who accepted appointment in the Regular Navy during the calendar year 1948. The retention of officers commissioned from these sources will be governed by BuPers Circ. Ltr. 162-49 (NDB 15 Oct 1949) in the same manner as that specified for officers appointed in 1947, in respect to request for retention and termination of regular commissions.

Officers procured from the sources mentioned who are not retained as permanent officers, and whose regular commissions are terminated, will be commissioned in the Naval Reserve. They will not be released to inactive duty if conditions at the time dictate otherwise.

Personnel Ordered to Duty For More Than 30 Days Credited for Travel Time

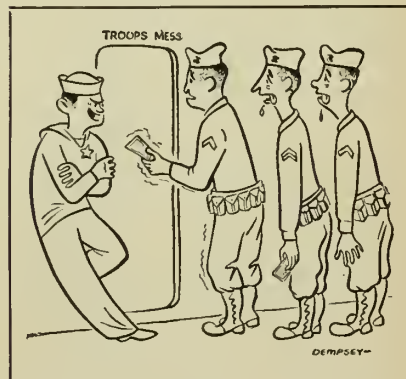
Of benefit to Reservists and retired personnel called or ordered to active duty for more than 30 days, a new executive order from the President authorizes the services to provide pay and allowances during travel time from home to the first duty station and from the last duty station to home.

Orders to personnel affected by the directive might send them either home after the physical examination or directly to a duty station. If public transportation is used, the travel time to be included as active duty will be based upon existing transportation schedules.

Travel by "private conveyance"—automobiles, for example—can be specifically authorized in the orders if the period of active duty is to be 90 days or more. In this case, travel time is computed on the basis of one day for each 300 miles and also one day for each fraction of 300 miles in excess of 150 miles. Only the time actually traveling, not to exceed the authorized period, is allowable as active duty time.

The regulations apply to orders issued on or after 1 Sept 1950 and also to orders issued before that date if the travel began on or after 1 September.

Detailed administrative directions can be found in Alnav 91-50 (NDB, 15 Sept 1950). "Unless the orders provide otherwise," the Alnav states, "members ordered to active duty will be considered to have been ordered to such duty for a period of at least 90 days."



"Haven't I seen your smiling face on a main gate some place?"

USNRs Called to Service May Compete in January for Rating Advancement

Eligible Reservists recalled to active duty may compete in the next service-wide examinations for advancement to pay grades E-4, E-5, and E-6, according to a new directive, BuPers Circ. Ltr. 150-50 (NDB, 15 Sept 1950).

A method for determining the eligibility for promotion of recalled enlisted Reservists is outlined in BuPers Circ. Ltr. 149-50 (NDB, 15 Sept 1950). BuPers has granted authority for eligible Reservists to take the appropriate examination being given to general service personnel.

Because special examinations for the emergency service ratings will not be available in the immediate future, Reservists holding emergency service rates will be permitted to take the examination for the general service rate from which their emergency service rate stems. When men holding emergency service rates are given the general service exam they will be instructed to first answer the questions that pertain to their specialized rating, then answer the other questions of the examination. When their papers are graded at the Naval Examining Center only the items applicable to the emergency service rate will be considered in compiling the examination score.

Reservists in emergency service rates which are the same as the general service rate will be given the regular examination given for general service rates, and will be scored on all items.

The directive emphasizes that the above procedure will be used only for the forthcoming exams for promotion to pay grades E-4, E-5, and E-6, which are being held on specified



"Must be one of them floating islands we heard about."

days in January 1951. Subsequent examinations will be constructed in such a manner as to identify the questions which emergency service personnel will be responsible for answering, and will more fully cover the requirements of all emergency service ratings that stem from general service ratings.

New Gyro Compass Course Open to Qualified POs

The Interior Communication Electrician Class B School, Washington, D. C., will soon begin a new course of instruction in the maintenance of gyro compasses and associated equipment.

The course is especially designed to provide additional training on gyros assisting them to qualify for service and advancement. Twelve weeks in length, the course will be convened every 14 weeks after the commencing date.

Quotas for the new course are allocated to Commander Service Force, Atlantic and Pacific Fleets. ComServLant is allotted a quota of seven for each class, and ComServ-Pac a quota of three. Candidates will be returned to their original duty station upon completion of the course.

An eligibility requirement for interested candidates is they must have 18 months' obligated service when enrolled in the course. Eligible personnel include interior communication electrician's mates second class and above, plus those IC3s and EM3s who have served for a minimum of one year in rate.

Officers and Certain EMs Are Eligible to Attend School of Naval Justice

All officers and some enlisted personnel performing administrative duties are eligible to attend the U.S. Naval School, Naval Justice, Naval Base, Newport, R.I.

Courses for both officers and enlisted personnel are seven weeks long. Yeomen, hospitalmen, personnelmen and other enlisted ratings commonly assigned to administrative duties may take a legal training course which, with some exceptions, is almost the same as that for officers.

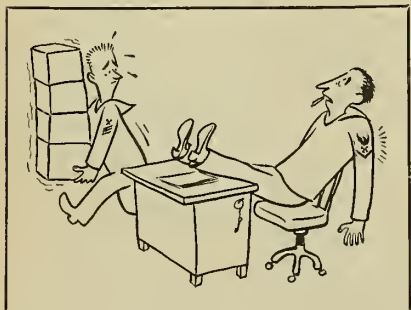
The regular naval justice course for officers includes these subjects:

- Introduction to naval law (history, concepts and policies).
- Disciplinary powers of a commanding officer.
- Elements of offense and drafting of charges and specifications (equivalent to the law school course in criminal law but emphasizing naval offenses).
- Pre-trial duties, trial procedure and review of courts-martial.
- Rules of evidence (equivalent to law school course in evidence but emphasizing criminal evidence).
- Naval fact-finding bodies, and determination of misconduct and line of duty.
- Administrative matters related to discipline.
- Moot courts (actual experience in conducting courts-martial by means of the practice court).

Navy Wives Clubs Hold Annual Convention

Navy wives from all over the country converged on Bremerton, Wash., for the 12th National Convention of the Navy Wives Clubs of America. A trophy was awarded the club having accomplished the most outstanding work.

The organization states it has 109 chartered clubs, including some located in Hawaii, Panama, Newfoundland and the Philippines. Membership in the organization is open to wives of men in the Navy, Marine Corps, and Coast Guard, both Regular and Reserve.



"Hey striker! Strike me a match."

Navy Civilian Technicians Will Wear Uniforms With Emblem on Left Breast

A new directive authorizes civilian technicians serving with the Navy to wear uniforms that, except for insignia, are the same as an officer's outfit.

For the most part, the uniforms will be worn by expert field engineers and scientists sent to Navy ships and shore bases by commercial companies to iron out difficulties the Navy is having with their equipment. Their most noticeable insignia, an embroidered badge about three inches square which shows an eagle and the words "U. S. Technician," will be worn on the left breast pocket of coats and khaki shirts.

The uniform will be the same as a commissioned naval officer's with the exception that no distinctive rank, corps device or other naval insignia will be worn. Plain buttons of the same size and color of naval officers' uniforms will be worn on the coats.

Here are the various insignia to watch for:

- Cap insignia—Gilt badge one-and-a-half inches wide and one-and-seven-eighths inches high bearing the words "U.S. Technician," worn on the band of the combination cap with a plain black strap and plain gilt buttons.

- Breast insignia—An embroidered badge three-and-a-quarter inches square. An eagle is shown clutching a group of tools in one claw and an olive branch in the other. The design and the words "U.S. Technician" are white on blue coats and blue on other coats and khaki shirts, on a background the same color as the coat or shirt.

- Collar insignia—Gilt pin five-eighths of an inch wide and three-quarters of an inch high bearing the inscription "U.S. Technician," for wear on both sides of the khaki shirt collar.

- Garrison cap insignia—Same gilt pin as that worn on the collar. On the garrison cap it is worn on the left side only.

As announced in BuPers Circ. Ltr. 142-50 (NDB, 31 Aug 1950), the uniform will be of benefit in establishing the technician's status in event of capture by an enemy, will provide ready identification as con-



CIVILIANS serving with the Navy as expert technicians will wear this device on officer-type uniforms.

tractors' representative at naval activities, and will assist area commanders and commanding officers in their control over them.

The wearing of this uniform is limited to individuals authorized and designated by the Chief of Naval Operations.

Release for Enlisted USNRs With 4 or More Dependents

Enlisted Naval Reservists, except Fleet Reservists, who were involuntarily recalled to active duty and have four or more dependents may now be released to inactive duty or discharged upon their own request.

Requests for such release or discharge must be originated by 1 Jan 1951, states Alnav 104-50 (NDB, 30 Sept 1950), which provides information and authority for action on this matter. On 1 Jan 1951 the release privilege will be withdrawn and the Alnav cancelled.

Requests may be forwarded to the Chief of Naval Personnel (Attn: Pers-E3). COs' endorsements must verify dependency of wife and children established by a check of the beneficiary slip. Regarding dependency of parents, the parent concerned must provide a notarized affidavit certifying dependency on serviceman for more than one-half of his or her support. This affidavit must accompany the request for release or discharge. "Dependents" will be as defined in Alnav 93-50 (NDB, 15 Sept 1950).

Further recall to active duty of personnel in the category mentioned in Alnav 104-50 has been suspended.

Navy Enlisted Personnel Eligible to Compete for Coast Guard Appointment

Enlisted personnel of the Navy are again eligible to compete for appointment to the U.S. Coast Guard Academy.

Nation-wide competitive examinations for appointment to the Academy will take place on 19 and 20 Feb 1951.

To qualify for nomination a candidate must meet these basic requirements: (1) Be not less than 17 or more than 22 years of age on 1 July 1951; (2) Be at least a high school graduate; (3) Be unmarried; (4) Have the following credits, either in high school or college—Algebra 2, Plane Geometry 1, English 3, Physics 1, other optional credits 8; (5) Be at least five feet, six inches in height with a vision of 20/20 uncorrected in each eye and otherwise in excellent physical condition. No waivers of any requirement will be granted.

Descriptive literature concerning the Academy and application forms may be obtained by writing direct to the Commandant (PTP), U.S. Coast Guard, Washington 25, D.C. Completed applications should be sent to the same address, via official channels. Upon submission of applications and supporting papers, applicants will be notified through their COs of their acceptance or rejections. Completed applications must be postmarked not later than 15 Jan 1951.

All Navy enlisted men successful in obtaining an appointment to the Coast Guard Academy may be discharged from the Navy to accept it.



"But yesterday at quarters you said we'd have a field day."

EMs With More than 3 Years' Service Will Get Clothing Allowance Boost

Navy men who have more than three years in the service will get a small increase in their clothing allowance as the result of a change in the Navy's clothing regulations for enlisted personnel.

On the other hand, recruits and enlisted men with less than three years of service will take a slight cut in the amount they are allotted to purchase and maintain their uniforms.

Instead of an initial clothing allowance of \$145.70 which he would have received under the former cash clothing allowance rules, the new recruit will now get only \$118.35 for the purchase of his first full "bag."

To make up most of this difference, however, the new regulations provide that the new recruit will immediately become eligible to draw a monthly clothing maintenance allowance. Formerly, each recruit was obliged to wait six months before he could draw a clothing maintenance allowance.

The old clothing maintenance allowance, called the "Quarterly Clothing Maintenance Allowance," has been completely eliminated and two new allowances put in its place.

The new allowances are the "Basic Clothing Maintenance Allowance" (slightly less than the old quarterly allowance) and the "Standard Clothing Maintenance Allowance" (slightly more than the quarterly allowance).

Here, briefly, are the new categories of cash clothing allowances with an explanation of who is eligible for each:

Initial Clothing Allowance

This amounts to \$118.35 for all enlisted men and goes to all recruits upon first enlistment in the Regular Navy, or to veteran Navy men who



"Checkers, checkers! Is that the only thing you know how to play?"

reenlist after they have been out of the Navy for a period of at least three months.

Naval Reservists are eligible for this initial cash allowance if they are ordered to active duty in excess of six months (provided they haven't just been released from the Regular Navy or extended active or training duty).

Reservists who are ordered to extended training duty (over six months) are also eligible for this cash allowance (only one such entitlement, however, for each enlistment). Retired enlisted men such as Fleet Reservists will also get an initial cash amount for uniforms if and when they should be recalled to active duty, if they have been on inactive duty for at least three months.

In most cases, the enlisted man will see very little if any of this money. Most of it will be used up to pay for clothing issued to him at the beginning of his basic training (for a

recruit) or receiving station (for a man recalled to active duty). Any cash which remains will be paid the individual upon the completion of this "initial training period."

Enlisted women will receive an initial clothing allowance of \$252.10. This cash allowance will come in two parts—\$25 payable in cash immediately upon the beginning of recruit training for the purchase of under-clothing and personal items; the remainder payable (after deductions for clothing issued) upon completion of their "initial training period."

Basic Clothing Maintenance Allowance

This amounts to \$3.60 a month for enlisted men up to the rating of chief petty officer, \$4.50 a month for enlisted women and \$6 a month for all chief petty officers.

Except for chief petty officers this allowance commences upon the beginning of an individual's enlistment and continues until the completion of three full years of active service.

Standard Clothing Maintenance Allowance

This allowance, together with the Basic Clothing Maintenance Allowance (above) takes the place of the old "Quarterly Clothing Maintenance Allowance" and provides for the cash an enlisted man needs to replace his uniform as it wears out.

It amounts to \$4.20 a month for enlisted men up to the rate of chief petty officer, \$6 a month for enlisted women and \$6.60 a month for all chief petty officers. This scale is slightly higher than the old quarterly allowance.

An individual becomes eligible for the standard allowance after he has completed three years of service from the time he last received an "initial" clothing allowance. He then continues to draw this clothing allowance each month as long as he remains on active duty (in an enlisted status).

Special Initial Clothing Allowance

In addition to the above regular types of clothing allowance provided in the new regulations, there are two others—both for special categories of enlisted personnel who are required to have other kinds of clothing.

Chief petty officers are in this category. When a man makes chief he must outfit himself in chief's clothing

Here's what you are now drawing in the way of clothing allowance under the Navy's new cash clothing allowance regulations:

	Initial Clothing Allowance	Basic Clothing Maintenance Allowance (per month)	Standard Clothing Maintenance Allowance (per month)	Special Initial Clothing Allowance
Enlisted men	\$118.35	\$3.60	\$4.20	.....
Enlisted women	\$252.10	\$4.50	\$6.00	.....
CPOs	.....	\$6.00	\$6.60	\$300
				\$250
				\$148.45*

* Depending upon number of days elapsed since enlistment or reporting for active duty.

so he gets a special allowance for that purpose. This amount ranges from \$148.45 to \$300 depending upon how long a time has elapsed since the individual received another type of clothing allowance.

- If the enlisted man advances to chief petty officer within 30 days from the date of last enlistment or reporting for active duty (when he got an initial clothing allowance), he gets \$148.45.

- If he advances to chief petty officer between 30 and 90 days from the date of last enlistment or reporting for active duty, he gets \$250.

- If he enlists as a chief petty officer subsequent to three months from the date of last discharge, he is entitled to \$300.

Other enlisted men, such as members of the Navy and Naval Academy bands, the Insular Force of the Navy, and the famous skirted Samoan Native Guard and Band—also get a special initial clothing allowance and sometimes an increased clothing maintenance allowance as well.

Enlisted men of the Naval Reserve (inactive) are also entitled to a special initial clothing allowance when they make chief. For them, this allowance amounts to \$150. Should they go on active duty with the Regular Navy, however, these Reserve chiefs will get an additional \$150.

Special Supplementary Clothing Allowance

Additional clothing allowances are granted to personnel who are required to have other special items of clothing.

A recent directive, Alnav 78-50 (NDB, 15 Aug 1950), which clarifies some of the provisions of the Navy's new uniform allowance code states that all enlisted men last entitled to an initial clothing maintenance allowance of \$151.55 or \$118.35 will now draw the new basic uniform maintenance allowances without waiting for six months.

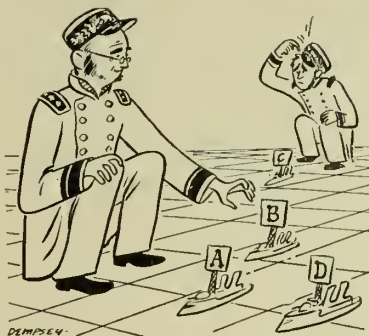
Two New Courses Now Available for Training

The following new Navy training courses are now available:

Steward 1 and Chief
NavPers 10695
Radioman 3 and 2
NavPers 10228

HOW DID IT START

The A, B, C, D of the Navy



The Civil War introduced many new ideas in naval construction and ordnance. These ideas were developed by all nations except the U.S. which for about 20 years

following the war did not build any new ships.

The wooden hulls of the Civil War iron-clads had rotted, leaving the Navy without anything but worm-eaten relics. The shadow of neglect had almost completely obliterated the Navy by 1881, in which year Secretary of the Navy Hunt reported it was no longer possible to respond to the calls for protection against aggression and insult.

In March 1883, Congress authorized the construction of four, small, steel cruisers which became the nucleus of the "new" Navy and which were the first of a modernized fleet later to be known as the Great White Squadron.

The vessels were *Atlanta*, *Boston*, *Chicago* and *Dolphin*—called the "A, B, C, D of the New Navy."

Certain Ex-POs Eligible For Boost to Third Class

Chiefs and first or second class petty officers who came back into the Navy as seamen after broken service now are eligible for advancement to petty officer third class.

The policy is in line with a recruiting directive issued since the start of the Korean crisis. Because the Navy changed its recruiting policies to permit petty officers of the three highest grades to come back as PO3 after broken service, men already in the service may be promoted to that grade if they would have qualified for it under the recruiting plan.

BuPers Circ. Ltr. 145-50 (NDB, 31 Aug 1950) defines eligibility for the advancement: "Personnel to whom these instructions are applicable are those who were discharged, in pay grade E-5 or higher, from USN, USNEV, USNR, or USN-1 and who enlisted or reenlisted in the Regular Navy under broken service conditions (although in the cases of some USNR personnel a period of less than three months may have occurred between discharge from active duty and enlistment or reenlistment in the Regular Navy) in pay grade E-3, and who have not been subsequently advanced in rating."

Active service with the Regular Navy of ex-USNR personnel at any

time between 7 Dec 1941 and 1 Sept 1946 is required. As far as the directive applies, duty such as shipkeeper, stationkeeper, active training duty or other special programs under Naval Reserve appropriations is not considered active duty with the Regular Navy.

The instructions do not apply to personnel who enlist or reenlist after 31 Aug 1950, the date by which BuPers assumes the current recruiting regulations were in use by all recruiting stations.

Neither do the instructions apply to personnel who were discharged in ratings which are now included in the Navy rating structure only as exclusive emergency service ratings. These include such examples as CSP (A), Sp(F)2, CSP (T) (LT).

QUIZ AWEIGH ANSWERS

QUIZ AWEIGH is on page 7

1. (c) XF7U-1 Cutlass.
2. (b) Carrier operation. It is of the "over 600 mph" class.
3. (b) Master horizontal bomber.
4. (c) Gun pointer, first class.
5. (a) Repair ship.
6. (b) Names of characters in mythology. Vessel shown is USS *Laertes* (AR 20). *Laertes*, in Greek legend, was the father of *Odysseus*, a king of *Ithaca* and one of the Greek chieftains in the Trojan war.

Naval Reserve Officers Must Meet Certain Requirements for Promotion

The Naval Reserve has put into effect a revised set of policies and procedures by which its officers must meet certain requirements for promotion through participation in the Reserve program. The new procedure applies to Naval Reserve officers on active duty as well as those on inactive duty.

Naval Reserve officers normally become eligible to be considered for promotion when their "running mate" in the Regular Navy enters his promotion zone, provided they have accumulated the required number of retirement points through participation in drills, training duty and correspondence courses.

Officers entering the promotion zone in calendar 1951 must have earned 12 retirement points between 1 July 1949 and 31 Dec 1950. Those entering the promotion zone subsequent to calendar 1951 must have earned an average of 12 retirement points for each anniversary year completed since 30 June 1949.

Officers who do not earn the required number of points toward retirement may be automatically placed on the Inactive Status List for "lack of interest" and will therefore not be eligible for promotion.

In order for a reserve officer in good standing to be selected, once he becomes eligible for promotion, he must also fulfill his professional examination given each prospective promotee.

A different system is used for promotion in the Naval Reserve. Each officer is required to prove his professional ability by earning a stated number of *promotion points*.

How these promotion points may be earned is outlined in a new directive, Naval Reserve Multiple Address Letter 30-50. Promotion points are similar to the former "promotion units" but are set up on a different scale.

Here, briefly, is how you earn promotion points and how many you must have. For complete details,

Naval Reserve officers should read the October issue of the *Naval Reservist*, publication of the Naval Reserve.

Promotion points are earned in the following two ways:

- Satisfactory completion of correspondence courses.
- Completion of years of "satisfactory" service in the Naval Reserve.

How many promotion points an officer must earn to be able to be promoted when his time comes depends on how close he is to the date of his promotion zone. The closer the promotion zone, the fewer points he must earn.

If you know when your promotion zone comes up, this chart will tell you how many points you must earn:

Date of Entry Into Promotion Zone	No. of Promotion Points Required
1 July 1949 - 30 June 1951	24
1 July 1951 - 30 June 1952	48
1 July 1952 - 30 June 1953	72
1 July 1953 - 30 June 1954	96
1 July 1954 - 30 June 1955	120
1 July 1955 - 30 June 1956	144

No more than 144 promotion points will be required regardless of the number of years in rank.

Promotion points, although they should normally be earned year by year may be "made up" within one year after an officer has been selected for promotion.

Board Considers Returning Personnel to Flight Status

A board is meeting to consider return to active duty involving flying those temporary commissioned officers transferred to duties not involving flying by administrative action during fiscal 1950 (1 July 1949-30 June 1950, inclusive).

The board is also considering another group for return to commissioned rank. These people are enlisted personnel, warrant officers and chief warrant officers who were formerly temporary commissioned officers on duty involving flying and were

reverted to their permanent enlisted grade or warrant rank by administrative action during fiscal 1950. Temporary commissioned ranks for which they are being considered are ensign, lieutenant (junior grade), and lieutenant. Appointment will be in ranks previously held, except that the present law governing appointments of enlisted personnel prohibits appointment to any rank above lieutenant.

Personnel whose flight status was terminated by action of the Naval Aviator Disposition Board, or by failure to meet required physical standards for flight, will not be considered.

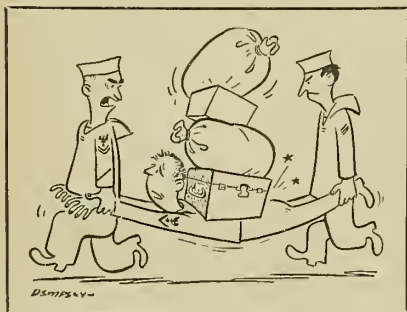
This information is given in Alnav 103-50 (NDB, 30 Sept 1950). The directive states that applications are not desired and that correspondence on the subject cannot be acknowledged. These restrictions are necessary so that the board's action will not be delayed, it is pointed out.

Individuals selected will be informed, and will be requested to inform BuPers whether or not they wish to change their status. Orders changing status will be issued at a later date to meet the needs of the service, the Alnav states.

Advancement of Personnel Recalled to Active Duty

A system of determining the eligibility for advancement in rating of those Reserve enlisted personnel who have been recalled to active duty since 8 July 1950 has been devised and distributed by BuPers.

Complete instructions regarding the advancement in rating of personnel in this category are contained in BuPers Circ. Ltr. 149-50 (NDB, 15 Sept 1950). This directive prescribes the method of computing Reserve personnel's total active service, service in pay grade, sea duty and other factors that are considered in determining their eligibility for Reserve personnel's total active ser-



"Quitcha yellin'—it's your gear we're helping ya with."

Special Series of Shots Required of Personnel Going to Japan and Korea

Navy and Marine Corps personnel leaving the U.S. for Japan and Korea are now required to be immunized with a special series of shots.

Personnel of these services, plus others who may be traveling to these areas under naval jurisdiction, are required to take the following shots:

- **Smallpox** — Successful vaccination or revaccination against smallpox regardless of the date of last previous vaccination. Crews of MSTC ships and MATS aircraft, because of frequent trips in and out of the areas, are exempted from the order, but must be vaccinated at least once every six months.

- **Typhoid** — Typhoid stimulating dose if more than six months have elapsed since completion of initial series or last stimulating dose.

- **Cholera** — A basic series of cholera vaccine or a stimulating dose if more than six months have elapsed since the last basic series or stimulating dose.

- **Typhus** — A basic series or a stimulating dose of typhus vaccine is required during the period 1 Sept 1950 to 1 Apr 1951 if more than six months have elapsed since the last basic series or stimulating dose.

- **Tetanus** — A tetanus basic series of two doses or a stimulating dose will be given if indicated by Articles 22-24, Manual of the Medical Department. A stimulating dose of alum precipitated toxoid is required if approximately one year has elapsed since the basic series, or if approximately four years have elapsed since the first stimulating dose.

BuMed emphasizes that every effort shall be made to assure completion of all immunizations prior to departure of personnel from continental U.S. Fear of epidemics in refugee-crowded sections of Korea prompted the more thorough immunization requirements. The immunization is being done in the U.S. to relieve busy medics in Japan and Korea.

The directive, AINav 89-50 (NDB 15 Sept 1950), states that it is not to be construed as changing immunization requirements for personnel proceeding to overseas areas other than Japan or Korea.

1st Middie in Combat in 50 Years Flies Sortie

In the half century since Spanish-American War days, no U.S. Navy midshipman had participated in combat. But the Korean trouble changed all that.

Midshipman Gordon E. Strickland, USN, cruised into the broad Pacific a few weeks ago not expecting any action more dangerous than a hard game of canasta. But circumstances alter cases, and the next thing he knew he was flying a combat air patrol over the Fleet. It was a hostile area, and the young flier probably didn't ponder much on the fact that he was making history.

The historical angle: Mr. Strickland was the first midshipman to take part in combat—even techni-

cally—in 50 years. And that wasn't all.

A thousand landings on a carrier are a lot of landings, and 21,000 landings are 21 times as many. Enough landings for a celebration, in fact. Midshipman Strickland's landing was the 21,000th ever made on his particular carrier, so the baker baked a cake in honor of the occasion. All in all, it was quite a day.

As he lit into the still-warm cake in the wardroom, Mr. Strickland could well have pondered upon the brevity of fame. In 30 days at most, he would cease to be the Navy's noted fighting midshipman.

He would then be an ensign.

Moratorium on GI Loan Possible If in Service

Naval personnel who obtained GI loans while in civilian status and who are unable to meet their loan obligations because of their reentry into service may be offered certain protection by the Soldiers' and Sailors' Civil Relief Act of 1940, as amended.

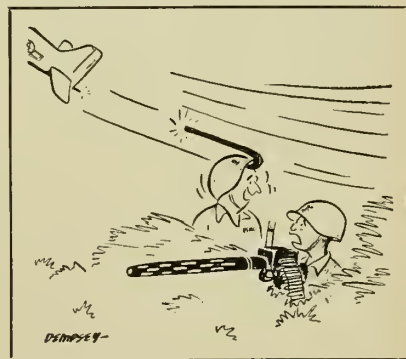
BuPers Circ. Ltr. 143-50 (NDB, 31 Aug 1950) states that persons in the above category should do their utmost to meet the terms of their obligations and maintain their credit. It points out that where the original terms cannot be met, most lenders are willing to accept payment in less than the full amount, or in extreme cases may even grant a complete moratorium or period of delay in payments for the period of the man's active service. In any event, an attempt should be made to work out some arrangement with the lender.

Courts under the authority of the Soldiers' and Sailors' Civil Relief Act may protect a serviceman against legal action by the lender where the reentry into service has made meeting the obligations impossible and the lender will not agree to an arrangement for the period of the man's service. The Act, of course, does not protect any person whose financial ability to pay has not suffered by entry into service.

In extreme cases, where the lender

will not agree to any extension or indulgence, the Veterans' Administration may, if it deems the situation requires such act, pay the veteran's entire obligation. In such cases the veteran would be in debt to the U.S. government for the amount paid. Arrangements could then be made with the VA to make payment of the loan in a manner best adapted to the individual's case. Where the circumstances of the man are such that payment in any amount while in service would create an undue hardship, such payments may, in some cases, be postponed until a reasonable period.

BuPers points out that any veteran-serviceman desiring advice and guidance concerning a GI loan may obtain it from any office of the Veterans' Administration. His wife, or some other person designated by him, may also discuss the matter with the VA in his behalf.



"Wow! Those carrier jobs sure come in low."

Current Legislation of Interest to Naval Personnel

Below is a roundup of Congressional action on bills of interest to the naval establishment, showing developments since the last summary appeared in ALL HANDS, October, p. 56.

Extends Benefits — H.R. 9465: Introduced; to extend to personnel on active service with the armed forces during the military, naval and air operations against the forces of the Government of North Korea certain benefits provided by law for veterans of World War II. (Extends the benefits of the National Service Life Insurance Act of 1940 and most of the important benefits of the Servicemen's Readjustment Act of 1944, the Servicemen's Dependents Allowance Act of 1942, and the U. S. Housing Act of 1937.)

Retroactive Pensions — H.R. 9743: Introduced; to provide for the payment of retroactive death pension to widows and children of veterans after seven years continued and unexplained absence.

Bond Use — H.R. 9744: Introduced; to permit holders of bonds issued under the Armed Forces Leave Act of 1946 to assign such bonds for the purpose of making payment on certain loans guaranteed under the Servicemen's Readjustment Act of 1944.

Rehospitalization Recall — H. R. 9745: Introduced; to provide for the recall of officers to active duty for the purpose of rehospitalization and evaluation. (Provides that the armed services can recall officers to active

duty for the purpose of hospitalization, medical treatment or for consideration for retirement. The officer would receive the same pay and allowances as would an officer of the Regular service of the same grade and length of service and mileage from his home to his first station and from his last station to his home.)

Spy Penalty — S. 4020: Introduced; to impose the death penalty on persons gathering defense information for communication to a foreign government with intent to do injury to the United States. (Provides penalty of death or imprisonment of not more than 30 years.)

Five-star Rank — S. 4135, passed and approved as Public Law 957; to authorize the President to appoint General Omar Bradley, Chairman of the Joint Chiefs of Staff, to the permanent rank of General of the Army.

Servicemen's Voting — Public Law 862; to amend the Act of 16 Sept 1942 so as to facilitate voting by members of the armed forces absent from their places of residence.

Bravery Advancement — S. 4192: Introduced; to provide advanced retired rank for certain persons specially commended for bravery in actual combat in each of the two world wars. (Provides for advancement to the next higher grade of any officer or enlisted man wounded in action, decorated by the President, or specially commended by the head of the executive or service department. No increase in retired pay, retirement pay or retainer pay would accrue. Recall to active duty, however, would be permitted at the higher grade.)

MOP Extension — H.R. 9527: Introduced; to provide that certain enlisted men shall not be denied mustering out pay. (Provides that, notwithstanding other law or the expiration of the Mustering Out Payment Act of 1944, no enlisted man of any of the uniformed services shall be denied mustering out pay in such amount as he would otherwise be entitled but for the provisions of the Career Compensation Act of 1949. Service of a period of 90 days or more would be required between 7 Dec 1944 and 1 Jan 1946.)

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs, Novocets, and BuPers Circular Letters, not as a basis for action. Personnel interested in specific directives should consult Alnav, Navact and BuPers Circular Letter files for complete details before taking any action.

Alnavs apply to all Navy and Marine Corps commands; Novocets apply to all Navy commands; and BuPers Circular Letters apply to all ships and stations.

Alnavs

No. 88 — Concerns standard prices and sales policy for aviation gas and aviation lubricating oils.

No. 89 — Sets immunization procedures for all Navy and Marine Corps personnel.

No. 90 — Gives information on 1951 Supplemental Appropriation Act.

No. 91 — Prescribes travel allowance for certain military personnel.

No. 92 — Announces General Appropriation Act of 1951 as becoming law and cancels previous directives.

No. 93 — Prescribes regulations for Dependents Assistance Act of 1950.

No. 94 — Announces convening dates for selection board recommending officers for temporary promotion to captain and commander.

No. 95 — Sets regulations for entitlement to hazardous duty pay for aviation and submarine personnel. Also concerns special initial clothing allowance.

No. 96 — Delegates authority to award the Purple Heart.

No. 97 — Lists information on line selection board for promotion of officers to temporary grade of rear admiral.

No. 98 — Gives information on dried plasma.

No. 99 — Amplifies information given in Alnav 94, regarding selection of officers for temporary promotion to captain and commander.

No. 100 — Concerns transportation of dependents to overseas areas in the Pacific. Also provides for shipment of household goods at public expense.

No. 101 — Prescribes entitlement to \$100 additional pay per month for Naval Reserve medical or dental officers called or ordered to active duty. Also prescribes entitlement to payment for unused leave for enlisted



'He may wear wings but he's no angel!'

personnel who voluntarily reenlist or extend their enlistments.

No. 102 — Gives information on invoicing of MSTS contract tanker bunkers.

No. 103 — Regards convening of board to consider return to duty involving flying for certain officers.

No. 104 — Regards discharge or release of enlisted Naval Reservists (except Fleet Reservists) with four or more dependents.

No. 105 — Sets ration value for Regular Navy midshipmen and aviation midshipmen.

Navacts

No. 2 — Calls for application for guided missiles course.

No. 3 — Requests applications for postgraduate course in petroleum engineering.

No. 4 — Changes wording of DD Form 93, record of emergency data.

No. 5 — Lists change in preparing military pay records.

No. 6 — Requests additional applications for advanced aerological engineering and aerology postgraduate courses

No. 7 — Concerns containers for shipping outside continental U. S.

BuPers Circular Letters

No. 138 — Establishes designation of naval aviation observer (controller) NAO(C).

No. 139 — Authorizes standardized identification cards for all the armed services.

No. 140 — Concerns



"And to think I stayed out of the Navy because I don't like water."

linquishment of pension, disability allowance, disability compensation or retirement pay by Naval Reservists ordered to active training duty or inactive duty training with pay.

No. 141 — Gives information on retention as permanent officers in the Navy of officers appointed from aviation-midshipman, NROTC, and college graduate sources.

No. 142 — Approves distinctive uniform for civilian technicians serving with the Navy.

No. 143 — Gives information concerning GI loan obligations of service personnel.

No. 144 — Promotion of officers of the Navy and Naval Reserve.

No. 145 — Announces adjustment of rates for personnel who enlisted (or reenlisted) in the Navy and Naval Reserve.

U.S. Naval School, Naval Justice, Naval Base, Newport, R. I.

No. 147 — Modifies policy concerning qualifications for HTA-LTA flight training program.

No. 148 — Lists overall plan of study for professional examinations for promotion of officers.

No. 149 — Provides for advancement in rating of Naval Reservists and Fleet Reservists recalled to active duty for general assignment since 8 July 1950.

No. 150 — Announces service-wide competitive exams for advancement in rating for Naval Reservists and Fleet Reservists recalled to active duty.

No. 151 — Announces special short courses at Armed Forces Information School, Carlisle Barracks, Carlisle, Pa.

No. 152 — Sets effective date of the monthly fiscal report (NavPers 501-B) as 1 Dec 1950.

No. 153 — Lists naval officers to be promoted.

No. 154 — Concerns assignments of Naval Reserve officers to active duty.

No. 155 — Gives information on officer promotions.

No. 156 — Defines Navy's information and education program.

No. 157 — Concerns written professional examination for line officers during a period beginning 28 Nov 1950.

No. 158 — Points out insufficient entries in service records of personnel and to trial for unauthorized

BOOKS:

LIBRARY SHELVES HOLD HISTORY AND ROMANCE

BuPers-picked and Navy-purchased, these books and others will arrive at ship and station libraries any day now, if they haven't arrived already.

* * *

• *Cowboys and Cattle Kings: Life on the Range Today*, by C. L. Sonnichsen; University of Oklahoma Press.

The cattleman didn't vanish when the open range was fenced. He is very much with us today—this two-fisted, hard-driving citizen of the pastures from El Paso to Butte. Sometimes he is a "shoe-stringer" struggling to get a foothold, sometimes the owner of lands which stretch further than the eye can see; most often something somewhere between.

He is a very special kind of American, not only because of the romantic history of his lineage, but also because of the way he looks at things. He is the envy of the young and the admiration of those who believe that sturdy individualism and self-reliance are still the best of virtues.

C. L. Sonnichsen, who has been writing books about the West for close to a decade now, gives us here

an excellent picture of the cow country of today. After giving us a brief glance at the West that used to be, the author swings lustily into the picture of 1950. Reading what he has to say, we find that the Big Country still has plenty of color—both human and geographical.

* * *

• *Our Jungle Road to Tokyo*, by Lieutenant General Robert L. Eichelberger, USA (Ret); Viking Press.

Here's a book which tells what it is really like to fight a ground war in the Pacific—told by a man who knows the whole story from the standpoints of both high command decision and front line combat. General Robert L. Eichelberger, Eighth Army commander, knew all there was to know about the total strategy of the enormous theater, yet he spent much of the war within range of enemy mortar fire.

In the pages of this book he tells what it was like for a general to go patrolling with a tommygun, to work with the brilliant MacArthur and to command an army which set an all time record for swift amphibious movement. He tells what it's like to fight 5,000 miles from home against a strange and ruthless enemy—what it's like to wage a highly mechanized war when a single ounce of supply

because her husband died last year, and she was tired, too. . . ."

Get out on your beats, all you New York City cops. And for some it will be *nada, nada, nada*—nothing, all night long, except the lonely traffic lights blinking red and green in the darkness, and the fat rats and the skinny cats from the alleys. And that will be worse than trying to straighten out brawls among people who can't speak English—or among those who can.

This is the story of the Twenty-third Precinct of the New York City Police Department, which includes within its boundaries exalted penthouses and reeking slums. It's the story of Jerriek and the rookie, Dan Mallow and his Ellie; of Blondie, the plainclothesman, who could have been a better man than he was.

Before writing this book, MacKinlay Kantor obtained an authorization from New York's then Acting Commissioner of Police which had never been granted to a civilian before: permission to proceed on all police activities, accompanying the patrolmen in their work. Here's a novel as penetrating as the wail of a squad-car siren. Don't miss it.

* * *

• *The Adventurer*, by Mika Waltari (translated by Naomi Walford); G. P. Putnam's Sons.

This is a novel about a young man named Michael Pelzfuss who lived in Europe during the first part of the 16th century. It is about his many adventures during wanderings in his native Finland, in Scandinavia, in Italy, Spain and France.

Waltari is much more



ALL HANDS BOOK SUPPLEMENT

BALTIMORE CLIPPER



OFF MADEIRA: 1812

From the book "20 Years Before the Mast"
by Nicholas Isaacs, published 1845, comes
this tale of the privateer schooner *Rolla*.

BALTIMORE CLIPPER

Their day long past and gone for good, privateers and privateersmen are fairly well forgotten today. The names of famous privateersmen like Dooly, Boyle, Reid and Almeda mean far less in these times than do the names of famous naval heroes like Decatur, Bainbridge, Lawrence and Perry. Yet in their own day they were fully as far-famed.

Baltimore, home of the famous early "Baltimore clippers," became the privateering center of America in the War of 1812. More than 126 of these small, fast vessels, privately owned and manned, slipped through the British blockade of the Chesapeake to roam over all the world's sea lanes.

Their mission was to capture, sink or destroy enemy merchantmen—and to avoid enemy naval vessels. Fast enough to easily outrun the heavier men-o'-war, they overhauled deeply laden merchantmen with equal ease. Their favorite tactics were to fire a broadside or two, then board in overwhelming numbers and capture under cover of gunsmoke.

Built for speed, the privateers had long, light hulls and carried a great press of sail on their towering, raked masts. They also carried sweeps—long, heavy oars which could be run out between the guns—and many a privateer left a man-o'-war in the distance on a calm day purely by dint of hard rowing.

Their guns were generally a few carronades, firing a

heavy shot over a short range, and usually one "Long Tom," of heavier caliber and long range. Their solid iron balls could care in an enemy's hull. To cut up the enemy's rigging, bar, chain and star shot were fired. Anti-personnel rounds consisted of grapeshot, langrage (old nails, bolts, pieces of glass, knife blades, jagged metal, and anything that could cut), and even bundles of bayonets tied together and jammed home in the gun.

Pay for the officers and crew came out of the money gained from the sale of captured ships, and the rule of "no prize, no pay" held in most cases. In the Navy a seaman could get \$30 a month—and the Navy had trouble signing men because of the greater pay possible in a lucky privateer. In the 60-day cruise narrated below, each seaman netted \$223.50, the captain \$4,500.

The clipper schooner *Rolla* of Baltimore, only 117 tons and 79 feet long, had a famous career as a privateer. She lost her six carronades and with only her "Long Tom" brought in a bountiful bag of prizes.

On board was Nicholas Isaacs, 28 years old, a veteran seaman since his first cruise at the age of nine. Born in Norway, he had lived with an uncle in London in his early boyhood. On a cruise to America, he became an American citizen but was impressed into the British Navy anyway. Although he escaped, he was forever after on the list of British runaways. The usual penalty when caught: hanging at the yardarm.

WHILE LOOKING ROUND for a new ship, and for profitable employment, I found a Baltimore privateer, called *Rolla*, at New London. She was in want of men, and as her cruise promised both excitement and profit, I shipped for a trip to the Western Islands.

She first put in at Holmes' Hole, to complete her complement of men. Here the inhabitants gave us intelligence of an English privateer which went by the name of *Liverpool Packet*, and which had committed great depredations along the coast, especially upon the farmers. They requested us to cruise in pursuit of her, and our captain, ever ready for action and fearless as a lion, promised to do his best to find her.

For three days he sought for this foe up and down the American coast, but without success. Perhaps it was well we did fail, for as most of our crew were "green hands" and had not got their "sea legs" on, we had a great deal of sea-sickness on board; it is most likely that meeting with a privateer so well manned as this *Liver-*

pool Packet would have proved fatal to us in our circumstances.

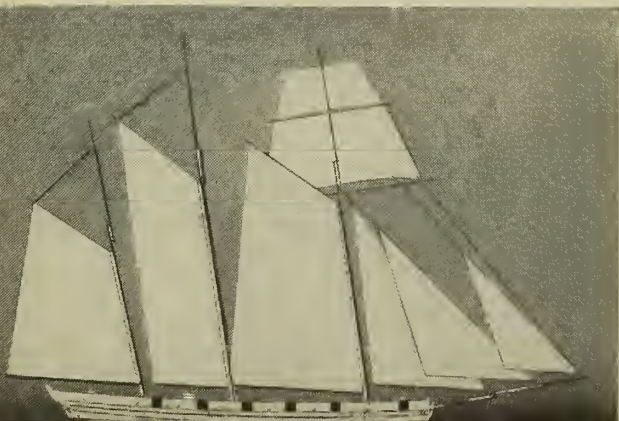
Failing then to meet this vessel, Captain Dooly shaped his course for Madeira, near the coast of Africa. The next day about sunset we made a sail under our lee bow; all hands were now piped to quarters, the guns were got ready for action, the boarding-pikes and cutlasses prepared, and we bore down on the supposed foe. Before we reached her, however, it grew quite dark. We fired into her, and she hove-to, hoisting her signal lanterns at the royal mast-head, but without making any further demonstrations. We continued near her, at our quarters, until midnight, when our captain became impatient, and talked of running her down and boarding her under cover of the night.

From this rash step he was dissuaded by his officers, who represented to him that possibly she might be an eighteen-gun brig, belonging to the British; if so she would have at least 250 men, while we had but 180 and only mounted one large swivel gun and four carronades. It was evident she was not alarmed at us, and that, they reasoned, was proof that she possessed considerable force.

When the next morning broke, we found her to be an American brig, carrying letters of marque; so after exchanging greetings, we filled our canvass and bore away towards our destination.

2

Having arrived at Madeira, we captured two merchant ships, one of which we scuttled, and the other we sent to the United States with a prize-master named Raymond; she was named *Mary*, 14 guns. We boarded her



in the night and made her our prize without much resistance.

After these little successes, we encountered a gale which was so severe that we narrowly escaped a grave in the mighty deep. We were compelled to lay-to under a balanced mainsail and close-reefed foresail; the sea soon become exceedingly rough and heavy. I was stationed at the helm with orders to tell the lieutenant how she "came-to" or "fell-off."

After watching her for some time, I perceived that she began to fall off badly into the trough of the sea. I then told the lieutenant that if a heavy sea should board her as she fell off, the "sweeps" which lay in the cranes above the bulwarks would probably bear every man on deck overboard. "That's true," he replied, "but I hope not. If I thought so, I would throw them overboard."

"Sir," said I, "you can lash them flat on deck to the ring-bolts."

Before he had time to reply she "fell off" again, and I perceived on looking to windward that a tremendous sea was approaching. I shouted aloud, "We are going to be boarded by a sea!" Upon this every man rushed to a place of security; the lieutenant sought safety in the main rigging, while I seized the tiller-rope. On, on came the wave; fearfully it broke upon the deck. Our good brig trembled, bowed under the mighty load, panted as if to recover herself, and then rose in all the pride of victory from the unequal conflict. But she did not come forth uninjured; the bulwarks were washed away from her quarter, and also the stanchion to which the tiller was lashed. I was carried through the lee quarter gun-port, but by grasping the tiller-rope with all the energy of a drowning man, I succeeded in reaching the deck again when she righted. One of our prize masters was borne by this terrific sea into the head of the mainsail and escaped!

After I got aboard again the order was given to put the helm "hard up," but on attempting to obey it, I found myself to be so badly bruised in the side and hip that I had not strength enough remaining to obey the order. Indeed, I was soon unable to stand, and was carried below and placed in care of the doctor.

The gale still increased in fury, and our ship was put before the wind, to scud under bare poles all night. About daylight she ran under a mighty wave which threatened to sink her by its fearful weight. When this sea had left her deck, the captain ordered up all hands, rounded her to, and threw her lee-waist guns overboard and put the others into her hold.

I was still lame, but managed to crawl upon deck. There I observed the second lieutenant preparing to set the foresail; I told him if he did, it was more than likely that if we shipped another heavy sea, it would fill the foresail and we should never "right" her again. He then consulted the captain, who asked what was best to be done. I suggested that a drogue ahead might keep her, as I had seen it do in other vessels which would not "lay-to" under canvass. A drogue consists of spare spars lashed to a cable and fastened on the "weather luff." This, however, he declined doing, hoping that the gale would soon abate. She was now thrown on her beam ends and so continued until the next morning, when, happily for us, the gale abated. Shortly after this, we made the coast of Madeira on our lee.

No sooner had the wind lulled than Captain Dooley ordered out all the sail she could carry, and then went

aloft himself to look-out. There he perceived that we had a reef with heavy breakers on our lee and ahead. This was a critical situation but by great skill and prodigious efforts, we succeeded in clearing the dreadful point of danger. How many wonderful escapes are experienced by a sailor in the course of his life! Strange that his heart is not moved to gratitude!

We had scarcely avoided this last danger before we discovered a schooner and a lugger. We captured them, but found our prizes of little worth, so we burned the latter, and putting her crew on board of the former, let them go.

3

We soon after took a ship, *Elisba*, 10 guns, which had slipped out of Madeira during the gale. Through her crew, we heard that another ship, *Rio Nuova*, a letter of marque mounting 18 guns, had slipped out of port in the same gale, and the captain of the captured ship advised us to keep clear of her if we did not wish to fall into her hands as prisoners. To this advice our bold and venturesome commander replied, "I will try my bulldogs first," meaning his boarders. And we had only one gun, the long 12-pounder!

We then cruised about for *Rio Nuova* and during our search captured several merchant vessels. The men who were sent aboard these prizes lessened our crew considerably, but still our captain determined to try his skill on the letter of marque if he could find her. His wish was soon gratified. The man at the mast-head announced a sail in sight on the weather-bow. We hauled up, and soon began to overhaul her rapidly. While our captain was busily watching to ascertain her quality and character, the master of the captured ship begged permission to examine her through the spy-glass: he pronounced her to be *Rio Nuova* and again advised Captain Dooley by all means to avoid her. "I will try my bulldogs first," was his laconic answer a second time.

Every man was now ordered to his station. I was put on the larboard weather-bow, among the boarders. Everything was made ready for the work of destruction, and we rapidly and gallantly overhauled the foe.

When we were within gunshot, we hoisted the stars and stripes, and gave her a shot as a signal for her to heave-to. She, in reply, hoisted her British flag, and sent us a shot as an intimation that she meant to engage us.

We now plied her with our "Big Tom" as we could reach her with this gun, and as her metal still fell short of us, we did her considerable damage before receiving a single shot from her guns. Captain Dooley himself pointed and fired "Big Tom" loaded with tremendous charges. Meanwhile, we kept approaching our enemy with a purpose of running alongside and boarding her at once. Presently we came within reach of her shot, and one of them passing over the forecastle, knocked me and two others of the boarding-party down by its wind. When I came to, I felt very weak for a few moments, and trembled like an aspen leaf.

When we came alongside of *Rio Nuova*, her broadside of nine guns was brought to bear upon us with considerable effect. The reader will remember that in the late gale we had lost our waist guns, and had therefore to depend solely on our single "Big Tom!" This was a powerful gun, and under the personal direction of the captain did terrible execution.

As we neared the enemy and were waiting for a chance to use our muskets, the first lieutenant came and

stood near me. I asked him if it would not be better for us to get under *Rio Nuova's* stern, so as to give her a raking fire and avoid exposure to her broadside. He replied in the affirmative, and made the suggestion to the captain. But that reckless and brave officer answered "No! We will give her all the chance she wants!"

At last we were within musket-shot. The captain gave the word to fire. After discharging five or six rounds, they kept away and lowered their colors. We could hardly believe our eyes, and supposed that her flag must have been shot away, while the silence of her guns was to us an indication that she meant to board us. However, we ceased to fire, until our captain hailed her and inquired if she had struck. Her commander answered affirmatively, and we sent a boat aboard and took possession.

When the mate with part of the crew came on board as prisoners, he looked round to see what we had done with our guns. But as "Big Tom" had been covered with a tarpaulin he could see none, and he inquired with great surprise, "Boys, what have you been fighting us with?"

One of the men lifted the tarpaulin and revealing the muzzle of the gun, said, "This is the fellow that talked to you."

"Well," said the mate, "it's the fortune of war to be taken sometime, but it's hard for a ship of eighteen guns to be captured by a one-gun privateer."

Rio Nuova was immediately furnished with a prize-master and crew and sent to the United States, while we continued on our cruise.

4

Late one afternoon we discovered three sails ahead. We pursued them and soon overhauled the two sternmost, but they proved to be nothing but droggers. The other appeared to be a brig, and to her we next gave chase.

The wind dying away, we used sweeps—long oars put out through the ports—until it grew dark. The wind then breezed up, and we presently came within gun-shot of the brig. She hove-to and hoisted a lantern at her royal-mast-head. From this moment we judged her to be a man-of-war brig, belonging to a British squadron.

Nothing daunted, Captain Dooly, with his usual boldness and resolution, kept everything ready for action, and bore down upon her rapidly.

As the brig made no warlike demonstration at our approach, we came within hailing distance. She gave her name as *Rosanna* of Dublin, a 14-gun letter of marque. She asked in return if we were His Majesty's schooner *Shark*. Captain Dooly replied in the affirmative, and ordered him to "heave" out his boat and come aboard. He said his boat was gone ashore with passengers. Upon this our captain sent his boat aboard of the brig, and her captain jumped into it, and came, as he vainly supposed, to visit the captain of *Shark*. As he stepped over the gangway Captain Dooly offered him his hand and said, "You are welcome on board of *Rolla*, sir."

With the greatest astonishment both in words and gestures, he exclaimed, "*Rolla!* What *Rolla*, sir?"

"The *Rolla* of Baltimore," replied Captain Dooly.

"If I had known this, sir, I would at least have given you a chase for me," he remarked bitterly.

"It's too late now, sir," said Captain Dooly, and then he proceeded to send a prize-crew on board to take possession, which was done without further trouble.

Captain Dooly resolved to send this important prize to the United States, and for this purpose he appointed Mr. Raymond as prize-master and myself as mate. This Mr. Raymond had been put aboard one of our early prizes in a similar situation, but having been found shortly afterwards sailing toward Madeira, Captain Dooly had taken away his command. He was now restored, and having received a quadrant from my captain and an order to notice Raymond's conduct, I went aboard as his mate, bound for my American home.

There is nothing very desirable in such a voyage as I was now engaged in. To cross the Atlantic and make a port on a coast infested with the fleet of a warlike nation, is a project involving great risk; especially is it so with the limited number of men allotted to a prize, under our circumstances. Still we resolved to do the best we could and make our port if possible.

I say we resolved to accomplish this purpose, though I ought to except Mr. Raymond. He was thoroughly British in his feelings, and no doubt accepted the command with a secret purpose to run his charge into the hands of the enemy if he should find an opportunity.

We shaped our course towards the United States, and favored with fair winds and pleasant weather, soon approached the American coast.

The first open indication of treachery on the part of Mr. Raymond, was his neglect to call me up when he was taking his observations of the sun. Then he seemed determined to run close into the shore, while yet a long way to the south. I told him that the English cruisers were probably off the capes of Delaware, and that we ran great risks by keeping so far to the south. He knew this, but pretended that I had kept an erroneous reckoning, and we were further to the north than I imagined. There was a difference in our reckoning of 70 miles, but, as I had kept both the course and distance, I was positive that my reckoning was most correct.

At last his purpose became more and more apparent, for one morning when we made a sail, instead of keeping out of her way, as he easily could have done, we, being to windward of the stranger, he bore down towards her. I expostulated, and asked him what he meant by this unusual and extraordinary conduct. He replied that he wished to speak her. I told him it was wartime, and he ought not to run such risks, for she might be a man-of-war.

To this he replied with considerable tartness, "I believe her to be an American vessel recently out of port, and I wish to ascertain her latitude."

I replied with equal warmth, "Sir, if you cannot depend on your own reckoning, you ought not to have consented to carry this vessel into port."

"Do you want to take this ship away from me?" he retorted, with considerable vehemence. "No sir," said I, "but I am afraid that you intend to sell her to the British, instead of carrying her into port, as you are in honor bound to do."

During this conversation we had rapidly approached the strange ship, and he now turned from me to ascertain her character. As he anticipated, she proved to be an American; he hailed her, and found that my reckoning was the most correct. After we parted company with

the American, I said to him, "What do you think of the reckoning now?"

He made no very direct reply, and then I added, "Had we not better stand back, and get more to the northward, for we are now almost in the mouth of the enemy?"

"No," said he, "we will keep on till morning."

I replied, "Sir, you mean to sell us to the enemy," but he made no answer, and we kept on the same tack all night. The next morning I expostulated with him again, and at last he consented to alter our course; so we hauled up to the N.N. West.

After sailing on this course two hours, the man at the mast-head cried out, "Sail ho!"

"Put your helm hard up!" said the captain to the man at the helm, with an evident intention to put himself in the way of the stranger again.

"Mr. Raymond, why do you run this risk?" said I to him with much earnestness. "She may be an English cruiser."

"She's no Englishman, but either an American or French cruiser," he retorted hastily.

"Sail ho!" again shouted the man at the mast-head.

"Do haul up to the northward," said I, "we are close to a British squadron."

"There is no fear," was his laconic reply, and we kept on until the vessels were so distinctly seen that I could tell, from the color of their canvas, that they were English cruisers. Mentioning this to him, I said, "Let us try to get away."

He gave me no reply to this remark, and one of our foremast hands perceiving his obvious intentions said, "Isaacs, do order her to be kept away, or he will lose the brig, and we shall all be made prisoners."

"No," I replied, "he has her in charge, and if he will sell us, we must bear it."

"If you will try to prevent our being taken, I will give you half of my prize-money," added the man.

"No, my good fellow, I can do no more; I have done all I could to persuade him to keep away."

This was a hard case for us to be thus coolly forced into the hands of our enemies, by the baseness of our prize-master; yet as there was no remedy but the dangerous one of mutiny, we had to submit and to suffer ourselves to be borne under the very guns of the foe, without a chance of striking a blow for our freedom.

When there was no longer any doubt of the character of the approaching vessels, I said to Mr. Raymond, "See, sir, what we are coming to through you!"

This excited him, and being close to the enemy, he thought he might safely show his resentment. He sprang towards me and attempted to seize me, but I contrived to elude his grasp and, throwing off my jacket, stood on the defensive. But he appeared to suddenly alter his mind, for he made no further hostile display.

5

The English frigate *Maidstone* was now close upon us. Looking aloft, I perceived that we had no colors flying, and I said, "Mr. Raymond, we have no colors set, and are liable to have a broadside poured into us."

"Yes, you had better hoist them," he replied.

While in the act of hoisting our colors, with the union down to show that she was a prize, the marines of *Maidstone* discharged a volley of musketry upon us. To prevent loss of life, I immediately struck the colors. The frigate then hailed us and ordered us to "heave to."

As we had no alternative but to obey, we did so, and

were immediately boarded by an officer, and a boat's crew. As I stood near the gang way, the officer addressed me, and said, "Who had the charge of your brig?"

"The prize-master, who is yet on board of her," I replied.

Upon this, one of my shipmates added, pointing to me, "That is his mate."

"Where are your things!" inquired the officer.

"Here, sir, in this bag," was my reply, as I showed him my clothes-bag.

He then examined my bag, and taking out a quadrant, a copy of the American coast pilot, and my journal, he carried them aft to the captain. I was then ordered to follow him into the cabin. There the captain addressed me and said, "Well, my lad, how do you like this ship?"

"Not so well as the brig," I replied.

"Why then did you let us take her so easy?"

"You would not have done it, sir, if I had been in full charge of her."

"How would you have helped it? My frigate is swift."

"So is the brig, sir. She was built for a French privateer and was formerly worked on screws. You were so far to leeward, that we could very easily have escaped you."

He then eyed me very minutely for a few moments and, having finished his survey, said, "You are not an American."

"I feel myself to be one," I replied.

"That will not do. I might feel so, too, but that would not make me so."

"But, sir, I am an American citizen."

"No," said he, "you are an Englishman, and I think I have you on my list for a runaway. But if you will sign the articles and go on duty, it shall be all right with you."

"Sir," I replied, "I can't do that."

"Well, then, I shall take you to England to be tried for desertion."

"You have me in your power, sir, and can act your pleasure," I replied, though I was not a little disconcerted at this unexpected and totally false charge.

They then conducted me forward. The next morning all my shipmates were called aft to the quarter-deck, in order to have it ascertained if any of us were runaways from the British service. When my name was called, and I had replied, the captain said, "That is not your name. I have your true name on my list of runaways."

"My name is Isaacs, sir, and I have never gone by any other."

"We will see to that," he replied, and then ordered us forward again.

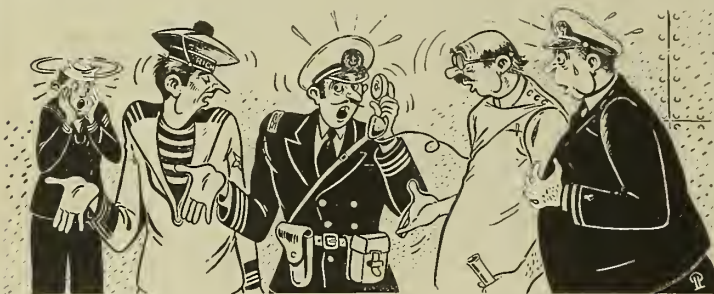
After cruising for some time subsequently to our capture, *Maidstone* fell in with *Belvedere*, another British frigate, belonging to the squadron which was cruising about in search of the United States naval vessel *Essex*. We, the prisoners, were all transferred to *Belvedere*.

A few days after this affair, we fell in with an American licensed brig bound to Philadelphia. Whether the captain of *Maidstone* had changed his opinion of me, or whether he had forgotten to inform the captain of *Belvedere* of his suspicions concerning my English birth, I could not tell. Neither was it of much consequence, for we were now all put aboard of this American brig, on parole, and sent to Philadelphia, where we arrived shortly after to our no small delight and satisfaction.

TAFFRAIL TALK

USS *San Pablo* (AG 30) secs many foreign ports on her oceanographic survey trips. One day while tied up to a dock in Dakar, French West Africa, the vessel received a mysterious phone call.

Perhaps because the jargon that came over the line sounded as strange as medical terminology, the quarterdeck decided the man to receive the call was the medical officer, Lieutenant



(junior grade) H. E. Chavern, MCR, USNR. But he wasn't able to understand any of it either, so he called for the help of a civilian scientist who happened to be on board.

"The scientist," says the medical officer's letter to us, "could understand a little French but was unable to make out what was wanted. So a French naval officer from the ship across the dock was called over. He obliged, talked animatedly for five minutes—and hung up."

That didn't help either, because the French officer could speak no English. Finally, Chavern writes, "this officer led us down the dock to our sister ship USS *Rehoboth* (AGS 50), where his shipmate was visiting. After a 10-minute search we found him topside, and luckily he spoke some English."

By now a large group of interested spectators had gathered around. "The two Frenchmen talked for a few minutes," the letter says, "and then with an apologetic smile the English-speaking French officer said, 'My friend says he is sorry, but that was a wrong number.'"

* * *

One man in the Navy has back a couple of uniforms he thought he had lost. A civilian who gave him a ride in Pennsylvania found a tan handbag in his car, with blues and whites inside. He brought the bag to J. J. Moold, MMC, USN, in charge of the Navy recruiting substation in Lancaster, Pa.

Stencilled on the whites was the name "Fred Schmidt," and Moold called on ALL HANDS to help locate him. We found 21 Fred Schmidts in BuPers files, narrowed the list to four possibilities, and sent out letters. Fred Schmidt, ML2, USN, attached to USS *Amphion* (AR 13) at Norfolk, was moaning his loss when our letter arrived.

* * *

Only one to make it: In the latest fleet-wide competitive exams, only one Wave made chief—Mary Francis Oney, YNC, USN, of NATTC Memphis.

The All Hands Staff

ALL HANDS

THE BuPers INFORMATION BULLETIN

With approval of the Bureau of the Budget on 29 April 1949, this magazine is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

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DISTRIBUTION: By Section B-3203 of the Bureau of Naval Personnel Manual the Bureau directs that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicates that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the purpose of the magazine.

In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issues.

The Bureau should also be advised if the full number of copies is not received regularly.

Normally, copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corp. Requests from Marine Corps activities should be addressed to the Commandant.

REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB" used as a reference, indicate the official Navy Department Bulletin.

● AT RIGHT: The ice breaker USS *Burton Island* (AGB 1) is stopped in ice pack enroute to King Island, Bering Straits, during a reconnaissance mission in the Bering Sea.—Photo by LT Allan E. Stein, USNR. ➡

AN ICE JOB



YOUR OWN COPY

ALL HANDS

BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

**PERSONAL
SUBSCRIPTIONS
AVAILABLE**

See page 57

As in Pay Grade 4
to Transportation
dependents and Effects

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ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN



This magazine is intended
for 10 readers. All should
see it as soon as possible.
PASS THIS COPY ALONG

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A416
DECEMBER 1950



WASH JOB

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

DECEMBER 1950

Navpers-0

NUMBER 406

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The Chief of Naval Personnel

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TABLE OF CONTENTS

	Page
SPECIAL FEATURE	
<i>The Navy and Atomic Warfare:</i>	
Battling the Atomic Bomb	2
'We Are Not Helpless'	9
Today's Navy	32
Sports and Recreation Roundup	38
Salvos and Heroes	40
The Word	42
Bulletin Board	44
Sea and Foreign Service Pay	44
Interservice Photo Contest	45
Certain POIs Advanced to Chief	45
Housing Shortage Areas Listed	47
Statement on Recall of Reservists	50
How Selective Recall Works	54
Directives in Brief	57
Servicescope: News of Other Services	58
Letters to the Editor	60
Taffrail Talk	64

• FRONT COVER: A member of a survey team checking the level of radiation on a ship after an imaginary atomic bomb burst, T. R. Patrick, DC3, USN, holds one of the Navy's latest radiac instruments. See page 2.— Photo for *All Hands* Magazine by Walter G. Seewald.

• AT LEFT: Washing down fore and aft—where possible—cools off ships exposed to an underwater atomic bomb burst. Dust-like radioactivity that settled on USS New York (BB 34) at Bikini was removed in this fashion.

CREDITS: All photographs published in *All Hands* are official Department of Defense photos unless otherwise designated.

Battling the Atomic Bomb



WHAT would happen if your ship should be the target of an attack by enemy planes carrying atomic bombs? Ever thought about it?

Exactly what would you do? Where would you go? Where *could* you go? Would you be safe inside the ship? What are your chances of coming through it in one piece? How about the ship—would she survive?

These questions are not written to scare you—they are written rather to make you think. "But will anyone use an atomic bomb against a ship?" you may ask. The answer, of course, is that no one knows.

Several high-ranking naval officers believe that an enemy would be more likely to use its atomic bombs on a large city or crowded harbor than on a ship formation on the open sea.

But the fact remains that it is entirely possible for an enemy to atom bomb a ship. For that reason all ships must prepare to defend against an atom bombing. The

threat is there and it must be squarely faced.

Is there any defense against an atomic bomb attack upon a ship? There is no complete defense (or if there is, it is a closely guarded secret). But much can be done if an atomic bomb does explode near

How We'd Meet An Attack

Continuing its mission of bringing its readers accurate, up-to-the-minute information, *ALL HANDS* Magazine in this issue presents a special roundup on atomic warfare, particularly as it affects the Navy.

The article on radiological defense starting on this page was written by LTJG Arthur P. Miller, Jr. USNR, an *ALL HANDS* staff writer. Photos were taken aboard *uss Monterey* (CVL 26) by B. W. Spacek, AFAN, USN. The carrier *uss Alamo* mentioned in the article is a non-existent, imaginary ship.

a ship. As another article in this issue points out, we are not helpless.

Picture this: a mythical aircraft carrier, *uss Alamo* (CV 99) steaming, under leaden skies, somewhere in the Atlantic. Although her men would rather be thinking about home or the next liberty port, they're not. The skipper has just passed the word that enemy forces are near and an atomic attack can be expected.

In the weeks past, radiological defense drills have been held almost daily, preparing each man aboard to play his part to the full in any atomic attack. They know their parts; each man is sharp and ready.

Each one knows what he must do. The question is—would you?

★ ★ ★

Things had been tense on board *Alamo* since earlier that morning when Tom Blake, SN, had mustered with his division. The weather didn't help any. It was gray and overcast, the early morning sun barely discernible behind the screen of haze.

Lieutenant (jg) Lawton, Blake's

division officer, hadn't wasted any time telling them what was up. "You've all heard the rumors," he had said. "Well, here's the dope. The captain says the enemy is close and we may have an attack at any time.

"You all know, of course, that these guys have atomic bombs in their planes and may use them. If one of the planes does break through and drops a bomb, you know what to do. Just keep your head and go through with it as if it were a drill. That's all."

That had been two hours ago. Now Blake was standing a Condition Three watch on a 40-mm. gun, a gun that also served as his general quarters station. He looked down at his clothes.

He and everyone else topside were wearing specially designed anti-contamination suits. These outfits consisted of canvas coveralls similar to flying suits worn by naval aviators, with the addition of a hood over the head, goggles and heavy rubber boots. Each man carried his own gas mask, ready for instant use. In these outfits, the men looked more like Army ski troopers than Navy sailors.

In addition to the clothing, Blake wore one other small but important item—a dosimeter (pronounced doe-sim-i-tur). Dosimeters vary in design. The one Blake wore was shaped like an automatic pencil and clipped to the inside of the pocket of his coveralls.

Dosimeters are used to measure the amount of radiation to which a person has been exposed. A radiation film badge—a small piece of photographic film mounted in a small metal holder which clips to the lapel—may also be used for this purpose.

"Boy, this suit is as hot as the inside of an oven . . ."

Suddenly, his thoughts were cut short. Out of the early morning haze came the clang-clang-clang of the general alarm. A voiced boomed out over the PA system: "Air attack . . . air attack . . . All hands . . . general quarters . . . Prepare for atomic attack . . . All hands topside put on gas masks . . . Secure all ventilation . . . Medical and repair parties stand-by . . . Turn on sprinkler system . . . Air attack . . . Air attack."

Instantly, every man in *Alamo*



SURVEY PARTY steps out onto the weather deck. The intensity of radiation from 'hot' planking is determined by radiac instrument in man's right hand.

sprang to action. Blake and his shipmates on the forward 40s unlimbered their guns and slipped on their head phones and gas masks. Other shadowy figures in the dim light of CIC manned radars and stood by their plots. Talkers sent terse reports of air activity over their phones to Captain Callahan on the bridge.

Engineering crewmen ran from place to place closing sea water intakes (a few are necessary, however, and must be kept open), shutting off all ventilation in the ship and slamming shut watertight doors and hatches. The medical gang hustled to prepare sick bay, for casualties and to man the several decontamination change stations which had been set up throughout the ship. Damage control repairmen unlocked their gear lockers and dragged out decontamination equipment and detection devices of all shapes and sizes.

Back on deck, Blake and the others listened as the Exec spoke calmly over the PA system: "Men, there are a number of enemy bombers heading for this formation. CIC thinks there may be two groups of them. Our fighters are attacking now . . . they are about ten miles out."

Ten miles. Pretty close. Blake cursed the weather. You wouldn't be able to spot a plane through that gray haze until it was right on top of you. He supposed that was why the enemy had picked today to attack . . . "They're not so dumb," he thought.

To prepare for any attack which might be coming, the ship's sprinkler system began spewing fountains of water across the weather decks. *Alamo* had a specially built system which could play streams of water on her decks while the hosemen stayed well within the safety of the superstructure.)



EVER ALERT, trio monitors part of exposed deck, moving as rapidly as possible. Right: Too hot, monitor turns back.

The flow of this water across the decks and down the overside drains would go far toward cleansing the ship of a major part of any radioactive dirt that might settle on it from an A-bomb burst.

Wha-a-aam. Wha-a-aam-wha-a-aam. Wha-a-aam. Now the 5-inch batteries had opened fire on the unseen foe, their shells directed toward the invisible enemy planes by radar fire control. Wha-a-aam. Whaa-a-aam. They fired again.

Then it happened. It was off his side of the ship and ahead . . . perhaps a mile ahead or so. Suddenly, and only for an instant, the sea at that spot was illuminated from beneath by a flash of light that made the water glow a brilliant blue-green. Immediately, a great area of the surface of the ocean ballooned upward in a dome-like mass of filmy white spray.

From the surface edges of this inverted bowl of heavy mist and spray, a circular slick formed and raced outward at a great speed, expanding in a wide circle.

As Blake watched, entranced, the blue-black slick raced swiftly toward the ship. Then: whoo-oo-oomppp! This was the shock wave which now clamped its vise-like grip on *Alamo*.

Out of the corner of his eye, Blake saw one of the four-wheeled dollies on the flight deck slip its moorings and skid crazily across the deck. Blake himself nearly lost

his grip for a moment and almost fell off his gun.

The force of the underwater shock wave, which hit *Alamo* broadside, sent shudders running up the ship's spine. Dishes in the galley clattered to the deck. A neat row of books in the chartroom tumbled from their place on the shelf.

It was as though the ship had been the object of a tremendous depth charge attack. Ton upon ton of water pressure squeezed the ship's

hull. Then, as suddenly as the shock wave had come, it left. Crew members, who had grabbed porthole dogs and stanchions for support, relaxed their hold.

As the ship began to breathe again, Blake took another look. Where the frothing dome of white spray had been, an immense, circular wall of water was now climbing into the sky. It was as though a huge twister were sucking at the sea, sending tons of displaced water hurtling into the clouds.

All this had taken but a second. With it had come the noise and the clatter and thump of the men and objects falling to the deck under the impact.

Blake looked once more. Through the dull haze he could now see the mushroom-shaped cloud—just like in the training films—blossoming at the top of the giant column of water thrown up by the bomb. "It looks more like a big cauliflower than a mushroom," ran through his head.

The ship had now begun to turn to starboard away from the burst, trying to outrun the mass of highly radioactive water that cascades back into the ocean, raging out in great waves and billows of spray like the spume at the bottom of Niagara Falls.

"This is an atomic attack . . . This is an atomic attack" came the voice over the PA. It was calm and unhurried, not excited.

"Now all hands topside, secure



HOW IT LOOKS to monitor—needle points to 45 milli-roentgens. This is one of a wide variety of radiacs.

... Go below on the double ... All hands leave the weather decks immediately ... Secure all watertight doors and hatches ... " said the PA.

As he slid from the gun to go below, Blake took one last look over his shoulder. The towering plume of water was falling now, a white-frothed column plunging into the sea and whipping the surface into a seething, swirling cloud of radioactive spray and mist that leaped outward toward the ship.

This was the base surge.

* * *

Up on the bridge, Captain Callahan turned his glasses toward the developing base surge on the port bow. The bomb, he estimated, had burst approximately one mile from his ship. Now the great, hollow column of water that had a minute before been reaching for the sky, was falling seaward in great white masses.

Ahead of the developing surge, as though paving the way for it, rolled a series of medium-sized waves. These had been caused simply by the splash made by that bomb and the resulting explosion.

"We'll be catching some of it," the captain said quietly, turning to the OD. At the same time he glanced quickly over his shoulder at the engine speed indicator. The needle registered flank speed.

Alamo had by now turned 120 degrees, was presenting her port quarter to the onrushing waves and base surge and was rapidly picking up speed following her turn. The waves were close aboard now. Between one and two minutes had elapsed.

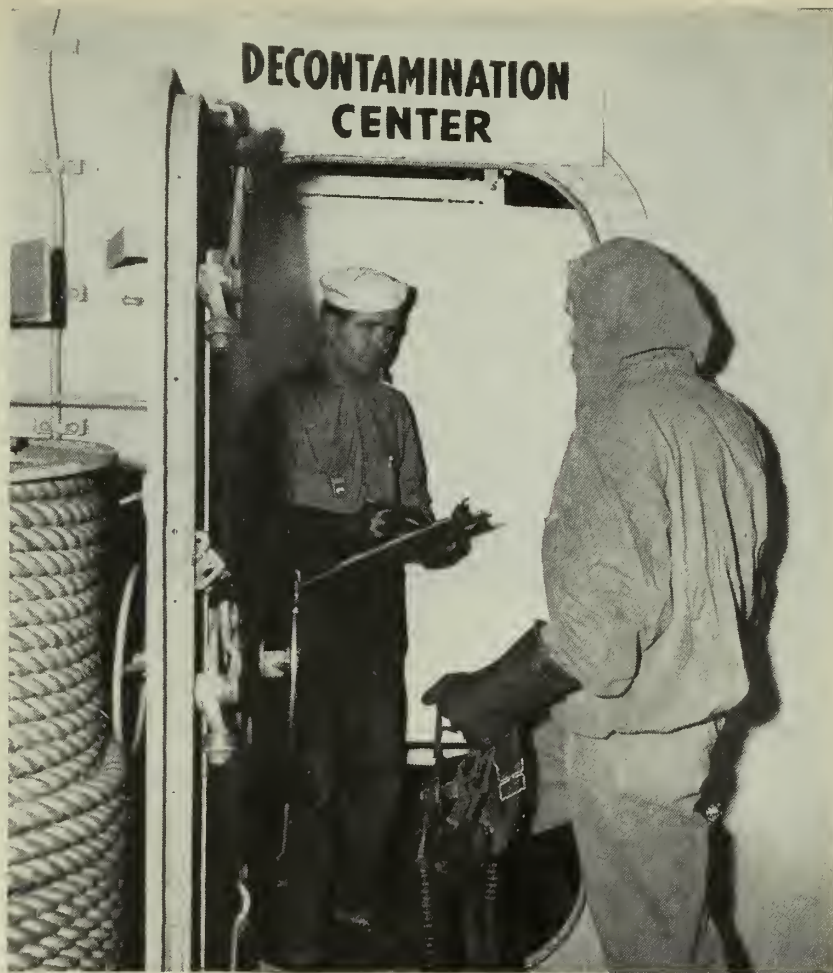
"Everything buttoned up tight?" the captain asked.

"Yes sir. All reports are in," came the reply.

Seconds passed. Captain Callahan looked again. The first waves reached the ship, a corrugated pattern of swells each about 15 feet in height.

The swells picked *Alamo* up and set her down again. As the stern rose, the nose buried itself in the swell ahead. The ship rolled with each punch and took it easily.

No sooner had the waves come and gone than the radiation-laden mist and spray smothered the ship in a blanket of heavy fog. As the fog rolled across the ship a heavy



AFTER SURVEY, member of 'first wave' reports to decontamination center where he gets rid of any bits of radioactivity that may be clinging to his body.

rain dropping from the mushroom-shaped cloud that drifted overhead began pelting the decks. For perhaps half a minute, *Alamo* labored in the clammy fog and the "hot rain."

Then, almost as quickly as it had enveloped her, the base surge subsided. The ship had steamed through it as it might have steamed through an ordinary line squall. The rain let up then stopped altogether. The mushroom-cloud fell astern.

By spurring his ship to flank speed and turning it immediately away from the burst, the skipper had succeeded in outrunning all but the fringe of the dangerous base surge. But not before *Alamo* had received a stiff dose of radioactive contamination on her decks. This radiation—which had been deposited both by the surge itself and by the hot rain—had produced a level of contamination that was probably hazardous but not lethal.

With the twin threats of the shock wave and base surge safely past, Captain Callahan could now turn his attention to the third threat—the hazard of the invisible radiation that lingered on deck. How "hot" was *Alamo*? That was what he must find out—as soon as possible.

After first ordering CIC to direct *Alamo*'s aircraft to a nearby carrier, the skipper told damage control parties to continue to play their sprinkler hoses over as much of the ship's surface as possible in order to wash off some of the radioactivity that clung to the surface.

Perhaps 15 minutes had now passed since the atomic explosion and the ship was well clear of the radioactive area. The enemy had fled and ship's company could safely turn to on the task of cleansing the ship of radioactivity.

The PA system spoke again: "Now all hands will remain at general quarters ... All men on deck



QUICK PEEK by corpsman into an 'auxiliary reader' reveals total exposure of monitor to radiation. Change station is within decon center.

at the time of the explosion, report immediately to nearest change station to be monitored . . . All hands stay clear of hangar deck and officer's country and aft unless directed by Damage Control or Radiological Defense officer . . . These spaces may be contaminated . . . Stay below the second deck."

By keeping all personnel below the second deck, the captain was making certain they would not get into a "hot" spot. Radiation can penetrate several decks.

A careful check of all personnel topside at the time of the burst would disclose whether they had absorbed any radiation. The doctor would check each film badge or dosimeter, recording the reading on the individual's Radiological History card. Any who were markedly over-exposed would be taken to sickbay for observation.

A phone rang on the bridge. It was the medical officer. Only a few cases of over-exposure, but there were 25 casualties among men who had been thrown about or hit by flying debris when the shock wave rocked the ship, the doctor reported.

As soon as he learned that personnel injuries had in fact been lighter than he had dared hope, Captain Callahan turned his full attention to decontaminating his ship. No one had yet been allowed on deck. The little bursts of energy that are radioactivity are dangerous in large doses. Radioactivity must

be handled with caution. A few minutes of complete exposure to heavy radiation can be fatal and the skipper knew it.

The shipper picked up a phone and ordered all vent ducts and intakes reopened. Then he walked across the bridge and peered out to watch his "survey party."

* * *

Joe Norton, a damage controlman, first class, who held the important job of radiological defense petty officer, led the survey party. With him were two men, Don Moroni, FN, the recorder, and Art Jeffrey, SN,



INTO THE CAN the monitor tosses his rubber gloves. Gloves must be completely cleaned for further use.

talker. This was the "first wave", the fact-finding mission that would determine just how "hot" Alamo was after her atomic baptism.

Norton and his boys had been assigned to survey the after end of the carrier's flight deck, including the catwalks on either side. For protection the three wore khaki-colored outfits which covered them completely from neck to ankle and wrist. Each wore rubber gloves and boots similar to those worn by personnel on deck at the time of the atomic burst.

Norton carried in one hand the device that would give him the answers he needed—a radiac device, a light, rugged, box-like affair with a handle attached to the top. The word radiac stands for "radio activity detection, identification and computation." By holding the radiac instrument over the area to be surveyed, he could obtain a reading in roentgens per hour, which are units of radiation intensity.

With their equipment, the three now moved rapidly across the deck. Rapidly, because they had a lot of territory to cover in a little time. Only ten minutes in fact.

Despite the fact that the deck was, radioactively speaking, as hot as a two-dollar firecracker, it didn't look any different to Norton. Just wet from the wash-down, that's all. He held his counter over the deck.

"Thirty-five roentgens per hour," Norton grunted, his voice slightly muffled behind his gas mask.

The needle on the counter's dial fluctuated back and forth.

"Thirty-five," Moroni repeated, making a notation of the value next to the frame number on his plan of the ship's deck system which he carried on his clipboard.

The three were moving forward single file, Norton first with the counter, Moroni second, Jeffrey, the talker, third.

"Forty roentgens per hour," said Norton. Moroni wrote it down. "Forty-five roentgens . . . 35 roentgens . . . 55 roentgens . . . 50 roentgens . . ." Moroni jotted each number on his diagram.

Jeffrey spoke into his sound-powered phone: "Damage Control, this is Survey Party One . . . Completed one trip across . . . Average: 50 roentgens per hour."

They worked their way back again, from starboard to port. "50 roentgens . . . 55 roentgens . . .

60 roentgens . . . 65 roentgens . . .
60 roentgens . . . this is getting
hotter" Norton mumbled.

Over and back. Over and back.
"Survey One, this is Damage Control. Lieutenant Wyatt says you have five more minutes. Hurry it up," came over the phone. Jeffrey passed the word to Norton.

"Okay," Norton said, keeping his eyes glued to the clicking counter. He had to be careful not to touch the counter to the deck or it would become contaminated itself and therefore useless.

Now they had reached the port catwalk. Norton blinked.

The needle was quivering on 90! "Tell Damage Control this catwalk's hot as Hades," Norton said tensely.

"They say take the starboard side. We've only got a minute and a half left," Jeffrey said quickly, after taking the message.

"Right," replied Norton, leading them once more to the starboard side and down onto the catwalk.

"All right, that's it," Norton said after another minute on the catwalk. "Let's get inside."

They jumped up on the flight deck and half ran into the protective interior of the island. Once inside, each carefully took off their rubber boots and laid them aside. This was so they would not track any contamination into the clean areas of the ship. Then they reported to Lieutenant Wyatt, describing what they had found out on deck.

"Okay. Good job. Go below and get cleaned up," Wyatt told them.

"Ave aye, sir," Norton said, and the three turned and went down a nearby ladder.

* * *

"The doc says I should stay out of hot spots for a week. How about you?" Norton asked. He was standing under a warm shower in the change station below decks.

"Only five days for me," Moroni replied.

They were referring to the length of time the medical officer had told them to stay away from further exposure to radiation. Radiation builds up in the body. Too much will make a person sick. But small amounts over a long stretch will cause no bad effects.

To be certain that no contaminated material had stuck to their bodies when they removed their decontamination suits, the doc had



PEELING OFF the monitor's anti-contamination suit, the corpsman is careful to don rubber gloves so that the stuff doesn't spread to him.

told them to take a good, long shower. "And use that soap, too," he ordered. "And scrub your scalp and scrape out under your fingernails," he called after them.

Had either of them become seriously exposed, the doc would have taken nasal smears, and a blood count for future comparison purposes in blood cell count. If necessary, he would have ordered them to sick bay to be treated for radiation sickness, an illness which can render a patient nauseated and give him a high temperature, or, in bad cases of exposure, can lead to more serious internal complications and possible death.

The three had entered the change station using the "contaminated" entrance. The corpsman (he may be a seaman) had taken from each of them his pocket dosimeter and film badge. The readings were recorded on the man's card.

All contaminated clothing was placed in a separate hamper. It would be laundered separately from the rest of the ship's laundry. When they had finished showering and had been monitored, Norton, Moroni and Jeffrey were allowed to leave the change station. They left through a second door, this one marked "Decontaminated."

* * *

By now Lieutenant Wyatt had received the results of other similar preliminary surveys which had been conducted over the ship and had

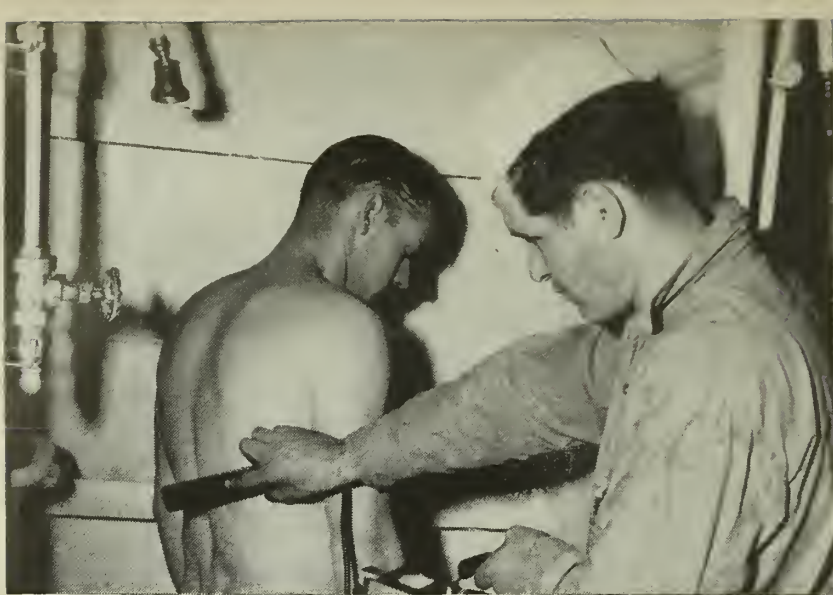
consolidated these reports into an overall radiation picture of the ship. This he now sent to Captain Callahan.

Glancing at this report, the captain could now decide on the steps to be taken next to decontaminate his ship. If *Alamo* were safe from further enemy attack, he would order Wyatt to go ahead and begin decontaminating. If he thought the ship might have to fight again soon, he might be forced to postpone much of the decontamination. But, at any rate, he knew how "hot" *Alamo* was and could act accordingly.

Various steps would be taken to decontaminate *Alamo*, inside and out. First, Lieutenant Wyatt himself would probably make a personal survey of the ship, marking in chalk those areas and waterlines which were to be decontaminated. Then, all loose stuff such as radioactive cordage and planking would be jettisoned.

Next, decontamination teams would come on deck, ready to attack the persistent stuff in a number of ways. Chemical solutions would be sprayed on bulkheads and decks to loosen the hold of the radioactive particles.

Paint would be removed by scraping or by steam. Radioactive bulkheads could be "sealed-in" with paint to keep the stuff from spreading until scraping teams could reach them. Signs would be erected at



LAST STEP in personal decontamination is a good shower with plenty of soap. Corpsman gives final okay to survey man, sends him on his way.

"hot spots" stating the maximum time personnel should remain in the area. A sample sign might read: "Radioactivity — Dangerous — Intensity 25 r per hour."

Since *Alamo* suffered a relatively light amount of contamination, it might be possible for her skipper to keep her at sea. In a more serious case, with more injuries to personnel; the ship might be more heavily damaged by the blast and radiation and would have to return under her own power, if necessary, be towed into

nearest harbor for decontamination and repair.

But in the case of *Alamo*, the ship had been saved from disaster at the hands of the atomic bomb by the coordinated efforts of Seaman Blake, Captain Callahan, Damage Controlman Norton and practically the whole crew. Fighting an atomic attack is an all hands job. It is also a job in which all hands must know exactly what to do and the right time to do it.

In order to meet this challenge,

if it should arise, Navy men are now being taught the dangers as well as the limitations of the atomic bomb and of atomic attack. Schools have been set up to train the radiological defense officers, the radiological health officers, the radiological defense petty officers and the monitors who play such an important part in any defense against the bomb.

An A-bomb attack, like a torpedo attack or the suicide plunge of a kamikaze plane, is a hazard of war which can cause untold damage if adequate measures are not taken to fight it. With heads-up damage control, however, the effects of a bomb burst can be considerably lessened.

Ships of the Fleet are now girding to meet any such attack as hit the imaginary carrier *Alamo*. The men and officers of *Alamo* were ready and waiting to go to work to save their ship from being disabled by an atomic attack—and they did save her.

Through imaginative radiological defense measures—carried out to the hilt with skill and daring—other ships like *Alamo* could be saved in the future should it be necessary.

A complete roundup on "Radiological Defense Training in the Navy" appears in the December 1950 issue of the U.S. Naval Training Bulletin.

Card Tells You What to Do If An Atomic Bomb Explodes Near You

INDIVIDUAL ACTION AIR BURST OF ATOMIC BOMB

BEFORE BURST

If Air Raid Alert or General Quarters is sounded, TAKE PRESCRIBED ACTION. The best defense against an "A" bomb is the same as against HE bombs.

DURING AND AFTER BURST

1. Take cover, unless under other attack, and stay for 10 seconds after explosion or until heavy debris has stopped falling.

Underground shelters, ships, basements, and slit trenches give good protection. Lie close to wall out of line from possible flying debris. Keep head covered and avoid exposure of bare skin. Never stand in open. Fall flat if no protection is available.

IF AT DUTY STATION

2. RESUME DUTIES, if able

The war won't be over. Get back to work and be ready for orders and instructions (usually General Quarters or Air Raid Alert instructions).

IF NOT AT DUTY STATION

3. HELP OTHERS

Thousands of lives can be saved by prompt aid. Help save lives by helping others. By the time the debris has stopped falling, there is no radiation hazard.

4. REPORT TO DUTY STATION

Organization is necessary to reduce the effects of the bomb. Report to receive treatment if necessary, and to work to help overall situation.

5. DON'T PANIC and DON'T SPREAD RUMORS

Pushing aimlessly about will hinder rescue and damage control. Keep your experience to yourself and don't enlarge on what you hear from others.

REMEMBER THE LARGE CASUALTIES IN JAPAN RESULTED FROM FAILURE TO PROVIDE AIR RAID WARNING AND FROM LACK OF ORGANIZATION

GPO 1950 O-908860

A new, wallet-size card which spells out what a man should do if an atomic bomb explodes near him is currently being issued to all naval personnel.

Purpose of the card: to get a man thinking about what to do before he might have to do it.

The front of the small card (at left) describes what to do after a burst. As with an ordinary bomb burst, the most important thing is to take cover—fast.

The back of the card (at right) describes the three-pronged threat of an air burst: blast, heat and radiation. In an underwater burst, such as the one at Bikini, the three hazards remain the same but the heat and blast become less of a danger while radiation becomes more of a problem.

GTA 20-1

EFFECTS

AIR BURST OF ATOMIC BOMB

BLAST	SUDDEN SHOCK	Shock pressure from burst not enough to kill. Flying debris causes almost all injuries.
	HEAT	1. "FLASH" HEAT (first few seconds) Burns on exposed skin occur out to two miles. Light-colored clothes or any shielding substance afford protection. Keep your shirt on. Flash heat starts forest and brush fires. Many fires started by stores, short-circuits, etc. Broken power lines on ships start electrical fires. (Fight these fires in normal manner.)
NUCLEAR RADIATION	1. "FLASH" RADIATION	50% of radiation occurs in the first second, 80% in first 10 seconds, all in first 90 seconds. Fall or dive fast to place as much material as possible between you and blast. In most cases if you are not wounded or burned, you need not worry about radiation.
	2. LINGERING RADIATION (from deposited bomb material)	So small it is not a hazard. Disregard it.

*Bombs will probably be exploded high in the air. Surface or sub-surface bursts may reduce blast and heat effects and increase lingering radiation. (This is serious but can be handled by proper care. Most ships or vehicles can avoid by maneuvering.)

How to Defend Against Atomic Weapons

DURING the five years since the first atomic bomb was exploded over Hiroshima, a frightened world has been led to believe by some of the more articulate atomic scientists that "there is no defense against the atomic bomb" and that "none will ever be devised."

As long as we were the sole possessors of the atomic bomb, with the further assurance that it would take Russia several years to make one, this dictum served largely to generate a sense of security.

The announcement that Russia had tested her first atom bomb at least three years ahead of time, followed by a few months with the Communist attack on South Korea, has changed the picture to the point where many of our people are in danger of succumbing to a sense of helplessness against a potential atomic attack.

The publication by the Defense Department and the Atomic Energy Commission of the most authoritative volume yet to appear on the effects of atomic weapons and the measures that may be taken to counteract, or at least greatly to minimize, their effects, therefore, must be regarded as one of the most important official documents in recent years.

It possibly is more important, in fact, than the hasty publication a few days after Hiroshima of the Smyth Report, which many today believe was a serious mistake that gave Russia much valuable information.

This new volume may properly be given the subtitle "Handbook for Survival Against Atomic Attack," for it gives the basic data essential for the planning and building of an effective civilian defense against potential atomic bomb attacks, whether they come by air or by water.

Unfortunately, the volume has been prepared "as a source of scientific information for technical personnel engaged in civil defense," and as such is not for the average layman. In this, and subsequent articles, the essential data will therefore be presented in nontechnical language.

By way of introduction let it be said, first, that there is nothing about atomic energy and atomic weapons that is beyond the grasp of the average layman, and, second, unreasoned fear that might lead to mass hysteria could produce more damage to life and property, and, more important, to spiritual values, than any number of atomic bombs.

In fact, a well-organized civilian defense against a possible atomic attack, added to an efficient military defense, is the best possible deterrent against such an attack.

To understand the fundamental principle underlying the atomic bomb, including also the hydrogen bomb, one must have a general concept of the relationship that exists between what we know as matter and energy, the two aspects in which the material universe manifests itself to our senses.

In his famous relativity theory Albert Einstein demonstrated that matter and energy were two different manifestations of one cosmic entity, that matter was energy in the frozen state, while, conversely, energy was matter in the fluid state, the two states being interchangeable. In a famous mathematical formula he revealed that one gram of matter represented in the

frozen state the enormous total of 25,000,000 kilowatt-hours of energy.

From this we learned that whenever energy in any form was liberated, such as, for example, by the burning of coal or oil, a small amount of matter was lost, so small, in fact, that it was not possible to weigh it by any method known to us. We have to burn 3,000 to 7,000 tons of coal to convert the matter of one gram into energy, a ratio of three to seven billion to one.

When energy is obtained by the burning of coal, the atoms of the coal, mostly carbon and hydrogen, remain unchanged, the loss of matter being due to a rearrangement of the electrons on the outside surface of the atom.

In what is known as atomic energy, the energy is obtained by a break up of the atoms used as fuel. When this happens, an amount of matter three to seven million times as great as in the burning of coal is converted into energy. As compared with the amount of matter converted into energy in the explosion of TNT the ratio is 20,000,000 to 1. In other words, the explosion of one kilogram of fissionable material, such as Uranium 235 or plutonium, releases an energy equivalent to 20,000 tons of TNT.

Uranium 235 (U-235) and plutonium are at present the only two substances that can be used for the release of atomic energy, either as an explosive or for power. U-235 is the only one found in nature in sizable quantities. Plutonium is a man-made element, produced from the more abundant form of uranium, known as U-238, in our gigantic plants, known as nuclear reactors, at Hanford, Wash.

A third fissionable element, known as Uranium 233,

'We Are Not Helpless'

ALL HANDS Magazine takes pleasure in presenting—on pages 9-31—material reprinted from *The New York Times* which makes a non-technical analysis of a government publication: *The Effects of Atomic Weapons*.

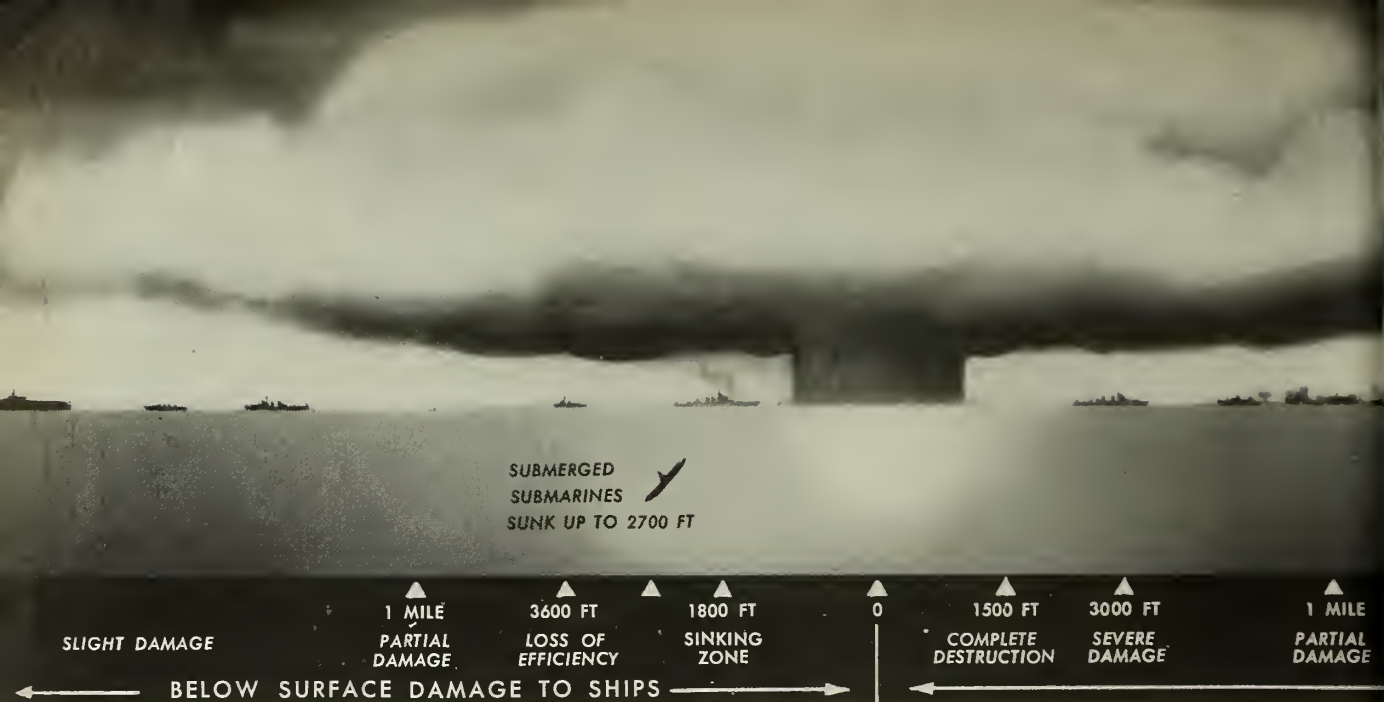
This latter publication is an official guidebook to help in the preparation of civilian defense against atomic attack. Copies of *The Effects of Atomic Weapons* have been distributed by the Navy to all naval commands.

The analysis of this guidebook comprised a series of articles written for *The New York Times* by William L. Laurence, a member of the newspaper's staff since 1930 and twice winner of the Pulitzer Prize, highest award in American journalism.

Illustrations (with the exception of pages 10-11) are from *You and the Atomic Bomb*, published by the New York State Civil Defense Commission, and appeared originally in *Life*. The illustration on pages 10-11 depicting a bomb burst was drawn by Jack Dempsey, PI3, USN, an ALL HANDS staff artist.



Mr. Laurence



can be produced artificially out of the non-fissionable element, thorium, but to do so it is necessary to use either U-235 or plutonium. Uranium 235 is thus the key substance without which no atomic bombs or atomic power could be obtained.

Uranium 235 is found in nature mixed with Uranium 238, each ton of purified uranium metal consisting of 1,986 pounds of U-238 and only fourteen pounds of U-235. To separate the latter required the construction of a billion-dollar plant at Oak Ridge, Tenn.

Plutonium is produced by another method, in which the U-235 in the natural mixed uranium metal is made to split by means of a self-multiplying chain reaction, in which neutrons (fundamental atomic particles without an electric charge) are released. These neutrons enter the Uranium 238 in the mixture and convert it into plutonium.

Just as an ordinary fire needs oxygen to burn, an atomic fire needs neutrons. These neutrons come from the nuclei (cores) of atoms of U-235 or plutonium, each atom split releasing an average of two neutrons, these in turn splitting two atoms which release four neutrons, thus starting a chain reaction. In an atomic bomb these neutrons are released at such an incredible rate that as many as two billion trillion atoms are split in less than one-millionth of a second.

The explosion of an atomic bomb is analogous to spontaneous combustion, the explosion taking place as soon as a minimum amount of fissionable material (either U-235 or plutonium) is assembled in one unit. This minimum amount is known as the critical mass.

The actual amount is a top secret, but for purposes of illustration let us assume that it is ten kilograms. This would mean that as soon as ten kilograms of either U-235 or plutonium were assembled in one unit, the explosion would take place automatically, the reaction starting with a stray neutron from a cosmic ray coming from outer space. Hence to explode an atomic bomb, the ten kilograms would have to be divided into two

parts that were brought together by a timing device after it had been dropped.

The atomic bombs dropped over Japan and tested at Alamogordo, N. M., and at Bikini had a power of 20,000 tons of TNT, which corresponds to the splitting of all the atoms in a kilogram of either U-235 or plutonium.

This does not mean, however, that these bombs contained only one kilogram of the fissionable material, because that would mean an efficiency of 100 per cent, and while the actual efficiency of the bomb is a top secret, the handbook makes it clear that this is less than 100 per cent.

This means that a certain percentage of the atoms remain unsplit after the explosion, going off as part of the great cloud of radioactive vapor that characterized the explosion.

The explosion of an atomic bomb produces several effects, which vary greatly with the manner in which it is exploded.

It is first of all a tremendous blast weapon, concentrating within itself (that is, the "nominal atomic bomb" used over Japan) the blasting power of 2,000 wartime ten-blockbusters. Its temperature after the explosion reaches more than 1,000,000 degrees centigrade, and is thus a tremendous incendiary weapon, setting great fires in buildings and causing severe flash burns in human beings.

However, and this is very important from the point of view of planning an effective civilian defense, the blast effect and the incendiary effect have an effective range within a rather limited radius from the center of the explosion. So while little can be done for those unfortunates caught in the open within that central area, much can be done to take measures for reducing to a minimum the effects of blast and fire in the region outside this area.

In addition to the blast and incendiary effects the explosion of an atomic bomb gives off large amounts of radiations. The most serious of these are the instan-

EFFECTS OF UNDERWATER BOMB BLAST ON SURROUNDING AREA



taneous radiations that come off in the form of gamma rays, similar in nature to very powerful X-rays. These last but a very short time, no longer than a flash of lightning, and like lightning kill those they strike. However, these, too, have a rather short effective range, and those who survive it, depending on the dosage they received, may be saved by proper measures.

The second principal form of radiation released in the atomic bomb explosion is that from the fission products, some 200 split fragments of the exploded U-235 or plutonium atoms. If the bomb is exploded some 2,000 feet above the ground, as it was in Japan, and in the air burst (Test "Able") over Bikini, these fragments go up in the great mushroom cloud to some 50,000 feet and are there widely dispersed so that they can cause little harm.

On the other hand, if the bomb is exploded near the ground, as it was in Alamogordo, or under water, as in Test "Baker" at Bikini, these fission fragments may constitute a great hazard for some time.

However, here too we have learned a great deal from the Bikini test as to the nature of the danger and how to avoid it by proper counter-measures.

'Small' Bomb Found Impossible

One of the items that has been causing alarm among the public is the recent talk about "small atomic bombs."

It is known that one kilogram of the explosive material used in the bomb, Uranium 235 (U-235) or plutonium, is equivalent in energy to 20,000 tons of TNT, a ratio of 20,000,000 to 1. So the talk about a "small" atomic bomb is leading to the dangerous impression that such an object or objects weighing a few pounds each, could be easily smuggled into the country and exploded simultaneously in most, if not all, of our important cities.

Nothing can be further from the truth. In the handbook, the American people are given the first official assurance, without any qualifications, that "a 'small'

effective atomic bomb cannot be made."

There is a sound technical reason for this. An atomic bomb is exploded with neutrons—atomic bullets released when atoms of U-235 or plutonium are split in a chain reaction in which the neutrons multiply themselves at the incredible rate of two billion trillion in less than a millionth of a second.

Since these neutrons travel with speeds of more than 10,000 miles a second and can penetrate any substance up to a certain thickness, the only way to keep them from escaping to the outside in numbers large enough to stop the chain reaction, which would prevent the explosion, is to have a quantity of explosive (fissionable) material that the neutrons in the interior will be unable to penetrate.

This quantity is known as the critical mass, or critical size, and puts a definite lower limit below which no atomic explosion can take place.

While the critical size can be diminished to some extent by surrounding the system with a suitable neutron reflector, which reduces the loss of neutrons that escape from the surface, the reduction is not very great.

The inexorable requirement for a minimum amount of material also puts an upper limit on the amount of material that can be used. This is because anything above the critical mass would explode spontaneously.

Let us assume, for purposes of illustration, that the critical mass, the actual amount of which is top secret, is ten kilograms of either U-235 or plutonium. This would mean that anything below this amount would be too small to keep too many neutrons from escaping, so that no explosion could ever take place.

On the other hand, as soon as a quantity totaling ten kilograms is brought together, the neutrons would start multiplying automatically and an explosion would take place in less than a millionth of a second.

Hence, as explained previously, to explode an atomic bomb, two pieces, say, of one and nine kilograms, respectively, are made to come together by a timed trigger mechanism after the bomb is released.

According to Dr. Louis N. Ridenour, dean of the Graduate College of the University of Illinois, "no amount of ingenuity has yet allowed the design of an efficient fission bomb so much as two or three times critical size."

Now if the atomic bomb consisted only of its explosive material, it would be very small indeed. We know that the so-called "nominal atomic bomb" used on Japan exploded with a power equal to 20,000 tons of TNT, which is the total power of just one kilogram (2.2 pounds) of U-235 or plutonium.

Even assuming that the efficiency of the explosion was no more than 1 per cent, the critical mass would be no more than 100 kilograms (220 pounds), while if the efficiency was 10 per cent, the amount of explosive material would be no more than 10 kilograms.

However, to bring about an efficient explosion, in other words, to keep the bomb assembly from flying apart at a stage when the number of atoms split equal only a few blockbusters, and to maintain the assembly long enough until the amount of energy released equals 2,000 blockbusters, very intricate and heavy parts are necessary.

One of these, of course, is a heavy shell, since a light shell would disintegrate too quickly. Another is what is known as a tamper, which must be made of a substance of very high density. Then there are the many intricate devices to bring the assembly together at the instant of the explosion.

All these auxiliary parts of the bomb weigh many times more than the explosive material, so much so that it required the bomb bay of a B-29 to carry it. And the fact that the bomb needs large amounts of material of high density to serve as a tamper and as a reflector of neutrons, together with the other intricate mechanisms to make certain that the explosion is at the highest possible efficiency, makes a "small" atomic bomb that can be successfully hidden and smuggled an absolute impossibility.

Of course, the bombs could be smuggled into a country in ships and exploded in the harbor, but they could be rather easily discovered if proper measures for

searching suspicious vessels were instituted.

It must be mentioned in passing that an unexploded atomic bomb does not give off any sizable amounts of radioactivity, to make possible their detection by means of Geiger counters. This makes necessary a thorough search of the suspected ship before it is allowed to dock.

To design a more powerful bomb does not mean the building of a bomb larger in size, or one containing a large amount of fissionable material. What it calls for is to improve the efficiency of the explosion.

For example, if our hypothetical critical mass of ten kilograms explodes with an efficiency of 10 per cent we would have a bomb equal in power to 20,000 tons of TNT. If the efficiency of the explosion were improved to 20 per cent we would have a bomb equal to 40,000 tons.

To improve efficiency would thus mean improved auxiliary mechanisms, such as a better tamper that would make possible the maintenance of the bomb's assembly for a few fractions of a millionth of a second longer before it flew apart, thus making possible the splitting of many more atoms.

This is the incredible thing about the explosion of an atomic bomb, the release of such an enormous amount of energy in such an unbelievably short time. It takes less than a millionth of a second to split one gram of fissionable material, equal to only twenty tons of TNT. It takes only about a tenth of a millionth of a second longer to split a kilogram of the fissionable material, equal to 20,000 tons.

By holding it together for another fraction of a millionth of a second, two kilograms, equal to 40,000 tons of TNT, would be split. It is thus an incredible race against time, measured in fractions of millionths of a second.

While the official handbook deals with what may be called the "Model T" bomb of 1945 vintage, it gives scaling laws to extrapolate on the effects of larger bombs. Here it clears up a general misconception that a bomb twice the power will do twice the damage, which is far from true.

There are different scaling laws that apply to the different effects of an atomic explosion. The blast effect, for example, increases with the cube root of the power so that a bomb eight times the power of the 1945 model, one equal to 160,000 tons of TNT, would increase its radius of destruction by the cube root of eight.

This means that a bomb releasing 160,000 tons of TNT would produce damage and casualties to about twice the distance from the center of the explosion as would be caused by a 20,000-ton bomb.

Even the hydrogen bomb, which may reach an explosive power as high as 20,000,000 tons of TNT, 1,000 times the 1945 model, would produce damage and casualties over a radius ten times greater, the cube root of a 1,000.

When it comes to the incendiary effect, the increase in the radius of destructiveness goes by the square root of the power, so that you would need to increase the power of a bomb four, instead of eight, times to produce the incendiary effect over a radius twice as great as that of 20,000-ton models.

The official handbook provides the most detailed description yet to appear anywhere of the immediate visible effects of an atomic detonation, in the air and



HANDKERCHIEF held up to face will strain out radioactive particles from the hazardous mist from a water burst.

under water. These effects take place at such an incredibly rapid rate that actually no complete observations of all the phenomena have been made, some including even the highest speed cameras.

First come the phenomena of an air burst, an explosion at a distance of about 2,000 feet above the earth's surface. The liberation of such a large amount of energy in a very short period within a limited space results in an extremely high energy density, which causes the fission products to be raised to a temperature of more than 1,000,000 degrees centigrade. The maximum temperature in a conventional high explosive bomb is about 5,000 degrees.

Since this material at the instant of the explosion is restricted to the region occupied by the original constituents of the bomb, the pressure is of the order of hundreds of thousands of atmospheres.

Because of the extremely high temperature, there is an emission of energy by electromagnetic radiations, covering a wide range of wave-lengths, from infra red (heat rays) through the visible to the ultraviolet and beyond. Much of this radiation is absorbed by the air immediately surrounding the bomb, with the result that the air itself becomes heated to incandescence.

In this condition the detonated bomb begins to appear, after a few millionths of a second, as a luminous sphere called the Ball of Fire.

As the energy is radiated into a greater region, raising the temperature of the air through which it passes, the Ball of Fire increases in size, but the temperature, pressure and luminosity decrease correspondingly.

After about one ten-thousandth of a second has elapsed, the radius of the Ball of Fire is some forty-five feet, and the temperature is then in the vicinity of 300,000 degrees centigrade.

At this instant, the luminosity, as observed at a distance of 10,000 yards (5.7 miles), is about 100 times that of the sun as seen at the earth's surface.

The Ball of Fire continues to grow rapidly in size for about fifteen milliseconds (thousandths of a second), by which time its radius has increased to about 300 feet. The surface temperature has by then dropped to around 5,000 degrees centigrade, although the interior is very much hotter.

As the Ball of Fire grows a shock wave develops in the air. At first the shock front coincides with the surface of the Ball of Fire, but as the temperature drops below 300,000 degrees the shock wave advances more rapidly. In other words, transfer of energy by the shock wave is faster than by radiation.

Although the rate of advance of the shock front, which reaches the vicinity of 15,000 feet per second, decreases with time, it continues to move forward more rapidly than the Ball of Fire. After the lapse of one second the Ball of Fire has essentially attained its maximum radius of 450 feet, and the shock front is then some 600 feet further ahead. After ten seconds the Ball of Fire has risen about 1,500 feet, the shock wave has traveled about 12,000 feet and has passed the region of maximum damage.

If the bomb is detonated at a height of less than 450 feet, the Ball of Fire can actually touch the earth's surface, as it did in the historic "Trinity" test at Alamogordo, N. M. Because of its low density the Ball of Fire rises, like a gas balloon, starting at rest and ac-



REMOVE INJURED from scene of atomic blast if you can do it. Otherwise, wait for the rescue squad to arrive.

celerating within a few seconds to its maximum rate of ascent of 300 feet per second.

After about ten seconds from detonation, when the luminosity of the Ball of Fire has almost died and the excess pressure of the shock wave has decreased to virtually harmless proportions, the immediate effects of the bomb may be regarded as over. The emission of gamma rays and neutrons accompanying fission, the most deadly forms of radiations, will also have ceased by this time.

Soon after the detonation a violet-colored glow is observed, particularly at night or in dim daylight, at some distance from the Ball of Fire. This glow may persist for a considerable length of time, distinctly visible in the column of cloud that forms after the Ball of Fire has disappeared. It is believed to be the ultimate result of a complex series of processes initiated by the action of gamma radiation on the nitrogen and oxygen in the air.

How to Recognize Nuclear Blast

There is a sound reason why the official handbook on the effects of atomic weapons, issued by the Department of Defense and the Atomic Energy Commission as a guide in planning and executing effective civilian defense measures against possible attacks by atomic bombs, describes in detail the various spectacular phenomena accompanying an atomic explosion.

Very few people alive have seen an atomic explosion, and to know what it looks like is an essential for the education of large masses of people, so they would know how to behave in an emergency with calm and precision and, above all, without panic.

The phenomena of an atomic explosion are so spectacular, and they take place in such incredibly short time, measured in split seconds, that individuals surprised by the awe-inspiring, dazzling spectacle may lose precious seconds that might mean the difference between life and death.

Knowledge in advance what the phenomena are,



CROUCH behind nearby tree the instant bomb's blinding light appears. Turn from blast, cover face, neck, hands.

will serve to eliminate the element of surprise. In an effective civilian defense, mental preparation is of equal importance with physical means of defense. The unprepared mind is the one most likely to succumb to panic and hysteria, and, when that happens all physical measures are likely to become disorganized.

It also is necessary for the average person to learn to distinguish between an atomic and an ordinary explosion. To mistake an atomic explosion for an ordinary one would lead to the needless loss of many lives.

On the other hand, the mistaken identification of the explosion of an ordinary TNT bomb, or an incendiary, as an atomic explosion might lead to needless panic on the part of tens of thousands and to great disorganization in the life of a city.

Depending on the height of the burst of the atomic bomb and on the nature of the terrain, high winds will occur in the immediate vicinity of the explosion. These, together with the air blast from the shock wave, will cause various amounts of dirt and other particles from the earth's surface to be sucked up.

At first the rising Ball of Fire carries the particles upward, but after a time they begin to fall under the influence of gravity at various rates dependent on their size. Consequently, an ascending and expanding column of smoke is observed to form. It consists of water droplets, radioactive oxides of the fission products, and more or less debris, largely determined by the height of the explosion.

This is the spectacular mushroom-shaped cloud which rose to 40,000 feet at Alamogordo and to 60,000 feet at Nagasaki.

At the beginning its rate of rise is about 200 miles per hour, reaching 10,000 feet in 48 seconds. It reaches 15,000 feet in 1.5 minutes, when its rate of rise has dropped to 50 miles per hour; goes to 20,000 feet in 2.6 minutes, a rate of rise 33 miles per hour; 25,000 feet in 4.6 minutes, rising at the rate of 20 miles per hour, and to 30,000 feet in 8.5 minutes when its rate of rise has dropped to 12 miles per hour.

The height to which an atomic cloud will rise depends on the thermal energy emitted by the bomb, the temperature of the surrounding air, and the density of

the air. The greater the energy liberated as heat, the larger will be the buoyancy thrust on the rising cloud, and hence the greater will be the distance it ascends.

It is believed that the maximum height attainable by an atomic cloud will be limited by the height of the base of the stratosphere.

If the radioactive cloud should pass through a temperature inversion layer, a layer at which the temperature begins to increase again after it had been falling with increasing altitude in the atmosphere, it will tend to "mushroom" to a small extent.

Because the air in the inversion layer is fairly stagnant, some of the particles in the cloud will tend to spread out horizontally instead of continuing to move vertically. Nevertheless, as a result of the enormous heat energy of the hot gas bubble, most of the cloud will usually pass through an inversion layer.

Upon attaining a region where the density of the gas bubble is the same as that of the surrounding air, or upon reaching the base of the stratosphere, at about 40,000 to 60,000 feet, where the temperature of the atmosphere is almost constant and there is practically no motion to convection, the radioactive column will spread out for a distance of several miles and form the characteristic mushroom-shaped cloud.

Having reached the final stage of its development, the cloud remains visible for an hour or more, until it is dispersed by the winds into the surrounding atmosphere.

When the radioactive, metallic oxide particles in the cloud collide with the particles of dirt, which are in general considerably larger, they adhere. Consequently, the dirt particles in the cloud become contaminated with radioactivity. When the violence of the disturbance from the bomb has subsided, the contaminated dirt particles gradually fall back to earth, giving rise to the phenomenon known as the "fall-out."

The extent and nature of the "fall-out" will be determined by the combination of circumstances associated with the height of the explosion, with the nature of the surface beneath, and with the meteorological conditions. If the height of the bomb burst exceeds a certain value, it is possible that there would be no detectable "fall-out," since no extraneous particles would be sucked into the cloud.

The importance of the "fall-out," the handbook points out, lies in its radioactivity. Only in exceptional circumstances would the intensity of the activity be great enough to constitute a hazard upon reaching the ground.

The evidence from the Hiroshima and Nagasaki explosions, where the height of the burst was about 2,000 feet, is that casualties ascribable to the radioactive "fall-out" were completely absent.

However, the handbook adds, if the bomb burst occurred relatively close to the ground, a situation that would be uneconomical from the standpoint of the destructive effect, and considerable amounts of dirt and other debris were sucked into the radioactive cloud, the "fall-out" would have to be considered as a danger.

The "fall-out," consisting mostly of water drops, would also be important if the detonation took place at a low level above the surface of the water; and the presence of salt in the water would enhance the hazard.

There was at one time considerable speculation about the possible effects on the weather of an atomic burst, especially one over water, some forecasting violent

weather reactions. Actually no such effects have been observed.

The handbook declares that a careful examination of all the available evidence would lead to the conclusion that an atomic bomb burst has a negligible effect on the weather. It would appear that the atom bomb could not be used as a rainmaker.

So far, only one underwater atomic burst, the Bikini "Baker" test, has been reported. The burst was made well below the surface of the lagoon, which was about 200 feet deep. From the results of this test many of the effects of a deep underwater burst can be inferred. Although there are certain characteristic effects, the details would vary with the depth and area of the water and the distance below the surface at which detonation occurred.

In the underwater detonation a Ball of Fire is formed as in an air burst. As the writer can testify from personal observation, the water in the vicinity of the explosion on "Baker Day" was lighted by a luminosity that could have come only from the intense visible spectrum of the Ball of Fire.

The general effect had the appearance of light seen through a ground-glass screen, the distortion from the waves on the surface of the lagoon preventing any clear view of the ball. The luminosity remained for a few thousandths of a second, but it disappeared as soon as the bubble of hot gases constituting the Ball of Fire reached the surface, for then the gases were expelled and cooled.

In the course of its rapid expansion the gas bubble, which now contains steam and its dissociation products, atomic hydrogen and oxygen, in addition to the fission residue, initiates a shock wave.

The trace of this wave, as it moves outward from the burst, is evident, on a reasonably calm surface, as a rapidly advancing ring, apparently darker than the surrounding water.

This ring, sometimes called the "slick," is visible in contrast to the undisturbed water because the ripples or small waves are partially calmed by the reflection of the shock wave as a rarefaction (suction) wave at the surface of the water.

The part of the shock that passes into air through the water surface causes the compression of the moist air. When this is followed by a suction wave, the conditions become favorable to the formation of a spherical cloud of vapor, known as the cloud-chamber effect.

This manifested itself almost immediately after the Bikini underwater burst in a dome-shaped cloud that formed over the lagoon. This great dome, set in the midst of the ring from the shock, looked like a gigantic white derby hat with a huge garland ringing the top of its crown.

After the appearance of the ring, or slick, a mound or column of broken water and spray, called the spray dome, is thrown up directly over the point of the burst by the reflection of the blast wave at the surface. The initial velocity of the water is proportional to the pressure of the incident shock wave, and so it is greatest directly over the explosion.

Consequently, water thrown up over the center rises more rapidly and for a longer time than water farther away. As a result the sides of spray dome become steeper as the water rises. Its upward motion is ter-

minated by the effects of gravity and the resistance of the air.

The total time of rise and maximum height attained depend on the energy of the explosion and on its depth below the surface. For a very deep burst the spray dome may not be visible at all.

If the depth of the detonation of the bomb is not too great the bubble of hot gases will remain essentially intact until it rises to the surface of the water. At this point the gases, in the form of a jet carrying some water by lateral entrainment, will be vented to the atmosphere.

As the pressure of the bubble is released water rushes into the cavity, and the consequent complex phenomena cause the water to be thrown up as a hollow cylinder, or chimney of spray, known as the Plume. The radioactive contents of the gas bubble are vented through this hollow Plume and form a gigantic mushroom-shaped cloud at the top.

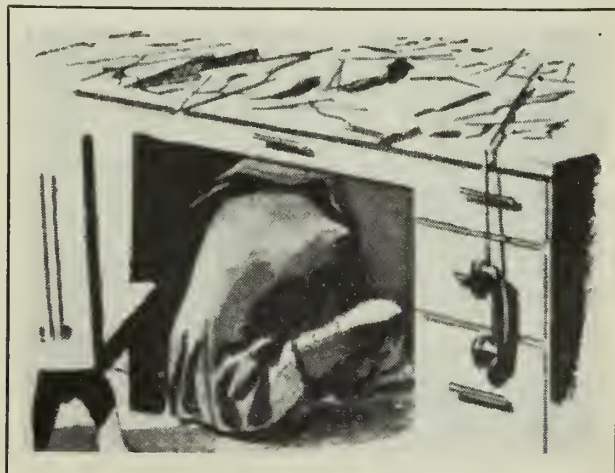
The Plume and its mushroom top are without doubt among the most spectacular and awe-inspiring phenomena to be seen. It was like watching the birth of a new continent rising resplendent out of the sea.

A photograph of the Plume, taken with a super-speed camera, shows a small black smudge on its right edge. It was the 33,000-ton battleship *Arkansas*, lifted out of the water, suspended vertically in the air for a split second before it plunged to the bottom of the lagoon. A second photograph, taken less than a millisecond later, shows no trace of the *Arkansas*.

In the shallow underwater burst at Bikini, the conical spray dome began to form at about four milliseconds (thousandths of a second) after the explosion. Its initial rate of rise was some 2,500 feet per second, but this was rapidly diminished by air resistance.

A few milliseconds later, the hot gas bubble reached the surface of the lagoon and the Plume began to form, rapidly overtaking the spray dome at a height of a few thousand feet.

The maximum height attained by the hollow Plume, through which the gases vented, could not be estimated exactly because the upper part was surrounded by cloud. It was probably some 8,000 feet, and the greatest diameter was about 2,000 feet. It is now estimated that the maximum thickness of the walls of the



DIVE UNDER any desk immediately after explosion. Keep back to the window to avoid cuts from flying glass.

Plume was about 300 feet, and that about a million tons of water rose in the Plume.

Earlier estimates by scientists on the scene, made soon after the burst, placed the quantity of water raised in the Plume at ten to fifteen million tons.

The cloud, which concealed a large part of the upper portion of the Plume, resembled a cauliflower, rather than a mushroom, in shape. It contained some of the fission products and other bomb constituents, as well as water droplets. In addition, there is evidence that material sucked up from the bottom of the lagoon was also present, for calcareous sediment, which must have been part of the fall-out, was found on the decks of ships some distance from the burst.

As the column of water and spray constituting the Plume fell back into the lagoon, there developed, on the surface at the base of the column, a gigantic wave of mist about 1,000 feet in height, completely surrounding the neck of the Plume.

This wave began to form within ten seconds of detonation, and traveled rapidly outward, maintaining an ever-expanding doughnut-shaped form. The wave or wall of dense mist, much like the spray of the base of Niagara Falls or another waterfall of considerable height, represents the initiation of what is known as the base surge. It is, in effect, a dense cloud of liquid droplets which has the property of flowing almost as if it were a homogeneous fluid.

As the base surge at Bikini traveled outward at high speed, it gradually lifted from the surface of the lagoon and, after about five minutes, assumed the appearance of a mass of strato-cumulus cloud, which eventually reached a thickness of some thousands of feet.

A moderate to heavy rainfall, moving with the wind and lasting for nearly an hour after the explosion, developed from this cloud mass. In its early stages the rain was augmented by the small water droplets, equivalent in a sense to the fall-out of an air burst, still descending from the cloud.

Were it not for the fact that base surge is highly radioactive, because of the presence of fission products, it would represent merely a curious phenomenon. Because of its radioactivity, however, which is augmented by that of the water droplets in the fall-out, it may

represent a serious hazard for a distance of several miles, especially in the downwind direction.

There are reasons for believing that the base surge can be produced only in fairly deep water. In the event of a sufficiently deep underwater atomic burst, the hot gas bubble would lose its identity in a mass of turbulent water before it reached the surface and vented to the atmosphere. In this case, the spray dome would be relatively insignificant and no Plume would be formed. Hence there would be no formation of a base-surge and no appreciable fall-out.

The disintegration of the gas bubble into a large number of very small bubbles, which are churned up with the water, would produce a radioactive foam or froth. When this reached the surface, a small amount of radioactive mist would be emitted, but most of the activity would be retained in the sea water. The deposition of the highly active foam on a near-by shore might, however, represent a hazard.

It seems possible, the handbook adds, that a base surge, made up of small solid particles, rather than droplets of water, but still behaving like a fluid, might result from an atomic bomb burst below a soft terrain consisting of sand and mud. The debris would, of course, be very radioactive.

Nuclear Desolation Depicted

The shock wave produced by an air-burst atomic bomb, is from the point of view of weapon delivery and disruptive effect, the most important agent in producing destruction.

This implies that the other characteristics of an atomic bomb that can be employed in warfare, such as heat and visible radiations, neutrons, gamma rays, and fission products, are at present not serious competitors in the production of damage by a bomb that is burst in the air.

There are, of course, other applications, such as the possible use of an atomic weapon as an instrument of radiological warfare by exploding it in a conveniently located body of water, to produce a base surge, or in restricting the escape of fission products by means of a subterranean explosion. The bomb might also be employed to produce earth or water shock through a sub-surface explosion.

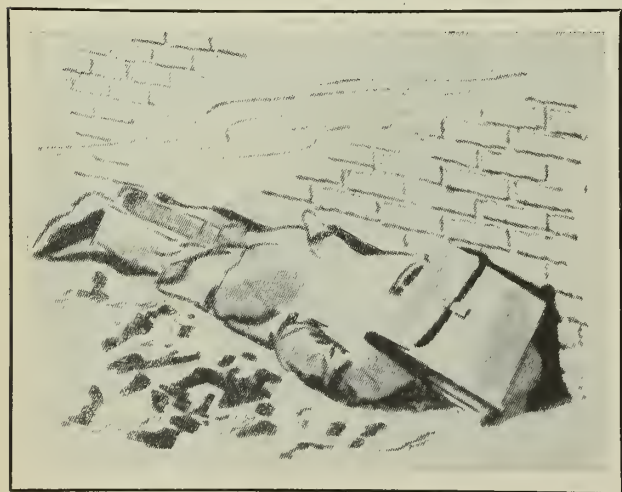
Such uses, although potent, must, because of the restrictive conditions placed on the delivery problem and the target location and configuration, be regarded as special applications of the varied destructive characteristics of the bomb.

There is an important difference between the effects of an atomic bomb blast and those of a conventional high-explosive bomb.

The great power of the former results in a destruction feature called mass distortion of buildings. An ordinary explosion usually will damage only part of a large structure, but the atomic blast can engulf and flatten whole buildings.

Further, because the shock wave of an atomic explosion is of relatively long duration, of the order of a second as compared with a few milliseconds for a conventional bomb, most structural failures occur during a small part of the positive phase while the pressure is essentially constant.

An examination of the areas in Japan affected by



FALL FLAT on the sidewalk if there is no shelter near at hand. Press body against building and shield your head.

atomic bombing shows that small masonry buildings were engulfed by the oncoming pressure wave and collapsed completely. Light buildings and residences were totally demolished by blast and fire. Manufacturing buildings of steel construction were denuded of roofing and siding, and only the twisted frames remained.

Nearly everything above ground at close range, except reinforced-concrete smoke stacks, was destroyed. Some buildings leaned away from ground zero, the center of damage, as if struck by a hurricane of stupendous proportions. Telephone poles were snapped off to ground level, carrying the wires down with them, and gas containers ruptured and collapsed.

Many buildings that at a distance appeared sound were found on close inspection to be damaged and ruined by fire. Telephone poles were charred and granite surfaces were etched by heat and by sand blasting from the high winds carrying abrasive material.

There were many evidences of the effect of radiant heat in starting fires and in scorching and drying out materials that were not highly combustible. All vehicles at close range were damaged by blast and burned out. Most important, water pressure was lost by the breaking of pipes, mainly as a result of the collapse of buildings, thus greatly increasing the additional destruction by fire.

Certain structures in Japan were designed to be earthquake-resistant, which probably made them stronger than their counterparts in the United States, while other construction undoubtedly was lighter than that in this country.

However, contrary to popular conceptions about the flimsy characteristics of the Japanese residence, it is the considered opinion of a group of highly qualified architects and engineers who surveyed the atomic bomb damage that the resistance to blast of American residences in general would not be markedly different from those in Hiroshima and Nagasaki.

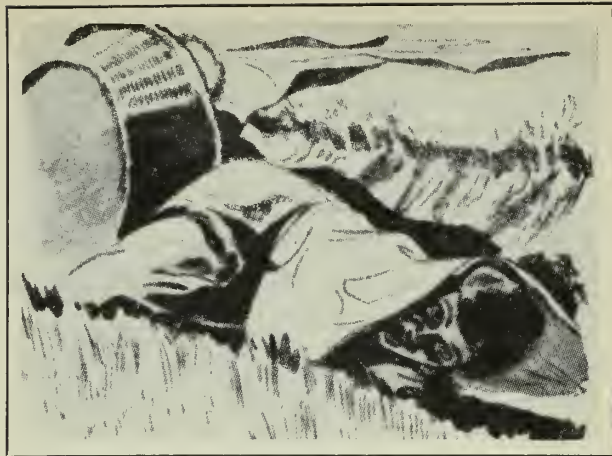
While the destructive effects observed in Japan are comparable in general to those to be expected in the United States, there are some differences. There is also the question of damage to the large bridges of many American cities for which there is no direct guide from damage to the small bridges in Japan.

The multi-story buildings in this country are generally designed to withstand a wind load of fifteen pounds per square foot. For an average six-story, reinforced concrete, frame building this would be roughly equivalent to 2 per cent of the vertical load.

On this basis, American reinforced-concrete buildings would be much less resistant to collapse than those designed for earthquake resistance in Japan. However, no firm conclusions can be drawn on this subject, because most American buildings have lateral strength far more than that required to withstand a fifteen pounds per square foot wind load.

In the eleven Western States of this country, the building codes provide for the design of structures to resist horizontal, earthquake forces varying from 2 to 16 per cent of the vertical load, which is usually taken as dead load plus half the vertical design live load. There are three earthquake zones, the Pacific Coast area having the highest requirements.

The design specifications, as stipulated in the building codes, are similar to those for wind loads, with a 33 per



GET DOWN fast, that's the idea. Open trench or other depression gives protection from the blast, heat or mist.

cent increase in the allowable working stresses. These buildings would be proportionately more resistant as the ratio of the horizontal to the vertical load increased.

The effect on steel-frame buildings, such as multiple storied office and hospital structures, should be about the same as that on reinforced concrete buildings, except that steel has a somewhat greater energy absorption capacity than reinforced concrete.

This is because of the fact that, with usual design stresses, the work necessary to produce failure in steel is greater in proportion than in reinforced concrete. Consequently, tall buildings with heavy steel frames, constructed so as to provide good continuity at connections, and a long period of vibration, should withstand the effect of blast quite well.

American steel industrial buildings would probably fare no better than those in Japan, according to expert opinion.

Tests made on typical housing of wood-frame construction with conventional bombs up to 500 pounds and at various distances indicate a high degree of resistance against blast beyond thirty feet.

While no direct interpretation of these results can be made with regard to the blast from a large explosion, which would have quite different characteristics, it is believed that the radius of material structural blast damage would not exceed 7,500 feet. This is slightly less than that in Nagasaki where the severe damage to houses extended to 8,500 feet..

From the data obtained in the Bikini "Able" air burst, it may be concluded that the general nature of the damage to houses and other buildings and installations on shore by air burst over water would be much the same as air burst over land.

Destruction of ships and their contents would be almost entirely from the shock wave in air. From the results observed at Bikini, it appears that, up to about 2,500 to 3,000 feet of horizontal distance from the explosion, vessels of all types would suffer serious damage or would be sunk. Moderate damage would be inflicted out to 4,000 feet, and minor damage would be expected to occur within a radius of 6,000 feet.

Because of the shock wave transmitted through the air, exposed structures, such as masts, spars, radar an-

tennae, etc., would be expected to suffer damage. This would be severe up to 3,000 or 3,500 feet from the explosion.

With the same radius, vehicles and airplanes on the ships, and other light structures and electronic equipment would be seriously damaged. Boilers would be expected to suffer heavy damage up to 2,700 feet, moderate damage to 4,000 feet and light damage to nearly 5,000 feet. This would account for most cases of immobilization.

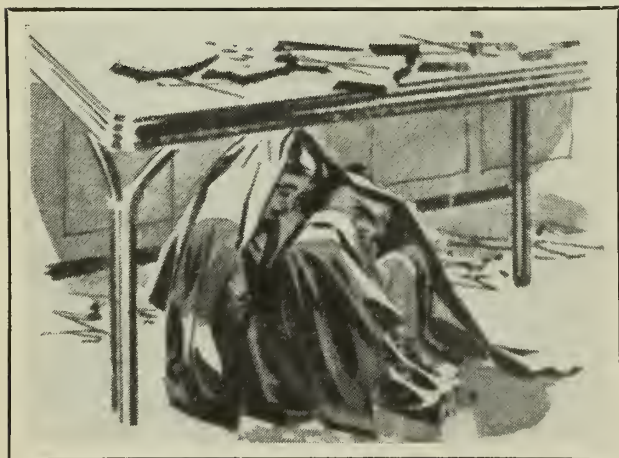
The damage to be expected from an underground detonation appears to be less than from an air burst. It has been estimated that a bomb dropped from the air, which penetrated to a depth of forty to fifty feet below the surface before exploding, would cause blast damage over radii of about one-half to two-thirds of the radii for corresponding damage due to an air burst.

However, the reflection of the shock wave from rock strata, at depths of less than 200 to 300 feet beneath the point of detonation, would probably result in an appreciable increase in the area of damage.

If a nominal atomic bomb were dropped in such a manner as to explode at a depth of about fifty feet in ordinary soil, a crater of about 800 feet in diameter and 100 feet in depth would be produced. Tests indicate distributions of appreciable quantities of crater material to a radius of one mile downwind and 0.2 mile upwind. The material expelled from the crater would be highly radioactive, because of the presence of trapped fission products and of material activated by neutrons.

The major portion of the shock from a shallow underwater explosion is propagated through the water. The sinking range of all types of surface vessels would be in the neighborhood of 1,200 to 1,800 feet, from surface zero, center of damage on the surface, for burst of a nominal atomic bomb. Some ships would probably be sunk out to 2,700 feet, but others in this range would suffer considerable structural damage.

Serious loss of efficiency is to be anticipated within a radius of 3,600 feet from surface zero. Even at this distance the peak pressure of the underwater shock wave would be over 500 pounds per square inch. Submerged submarines would probably be lost out to 2,700 feet from the explosion.



SAFE SPOT is under table. Indoors, main dangers are cave-ins, flying debris rather than burns, contamination.

A not inconsiderable amount of the shock from a shallow underwater explosion is transmitted as a shock wave in the air. The data obtained at Bikini indicate that the energy of the air shock for a nominal atomic bomb is roughly equivalent to 4,000 tons of TNT. Such a shock would, of course, be capable of producing extensive destruction.

The data indicate that a shallow underwater atomic bomb burst within something like half a mile from shore would cause serious damage to harbor facilities and to warehouses and other structures near the water. Partial damage would extend to somewhat over one mile. Light damage, mainly cracking of plaster and window breakage, would occur for a distance up to four miles.

This means that if the bomb were detonated under water more than one mile from shore, the structural damage on land would not be serious.

At one mile from surface zero at Bikini, the maximum height of the wave formed in the water, from trough to crest, was about twenty feet. Even at a distance of two miles, the wave height reached a maximum of ten feet. The water at Bikini was moderately deep, so that for an explosion in shallow water the waves at the same distance would be twice as high. Such waves breaking over the shore could do serious harm to port facilities and warehouses.

The general type of damage ensuing from a deep underwater burst would approximate those following from a shallow one, since the effects would be from the shock wave transmitted through the water. Shock damage to machinery in ships, resulting in immobilization, would extend to 4,500 feet.

Apart from damage caused by waves, it is believed that, with the possible exception of piers and breakwaters, little harm would result to harbor and shore installations as a consequence of a deep underwater explosion of an atomic bomb.

Nuclear Blast Triple Threat

The explosion of an atomic bomb produces three major effects, which make it three major weapons in one.

It devastates by blast, by heat and by radioactivity. It has been estimated that the blast wave, in an air burst, is responsible for 50 to 60 per cent of the deaths; the heat-flash for 20 to 30 per cent, and radioactivity for 15 to 20 per cent.

An important difference between an atomic and a conventional explosion is that the energy liberated per unit mass is much greater in the atomic blast. As a consequence, the temperature attained is much higher, with the result that a larger proportion of the energy is emitted as thermal radiation (heat) at the time of the explosion.

An atomic bomb, for example, releases roughly one third of its total energy in the form of this radiation. For the nominal atomic bomb, equal to 20,000 tons of TNT, the energy emitted in this manner would be about 6.7 trillion calories, which is equivalent to about 8,000,000 kilowatt hours.

It is evident that such an enormous amount of radiant energy would produce considerable damage to living organisms and to combustible materials.

When the radiation falls on matter, part may be re-

flected, part will be absorbed, and the remainder, if any, will pass through, ultimately to fall on other portions of matter. It is the radiation absorbed that is important for the present purpose.

The extent of this absorption depends on the nature of matter and also upon its color. A black material will absorb a much larger proportion of the thermal radiation falling upon it than will the same material when colored white. Most of the absorbed thermal radiation is converted directly into heat.

It has been estimated that in the atomic explosions in Japan, which took place some 2,000 feet above the ground, the temperature at ground zero, from thermal radiation, was probably between 3,000 and 4,000 degrees Centigrade, 5,400 to 7,200 degrees Fahrenheit. It is true that the temperature fell off rapidly with increasing distance from the burst, but the effects were definitely noticeable as far as two miles away or more.

An important point in connection with the thermal radiation from an atomic bomb is not only the amount of energy in this radiation, but also the fact that nearly the whole of it is emitted in an extremely short time, about three seconds from the initiation of the explosion. In other words, the intensity of the radiation, which is a measure of the rate at which it reaches a particular surface, is very high.

Because of this high intensity, the heat accompanying the absorption of thermal radiation is produced rapidly, most of it on the surface of the body upon which it falls. Since only a small proportion of the heat is dissipated by conduction during the short interval, high surface temperatures are attained.

A set of data have led to the conclusion that exposure to thermal radiation from a nominal atomic bomb, on a fairly clear day, would lead to more or less serious skin burns within a radius of 10,000 feet from ground zero. This is in general agreement with the experiences in Japan.

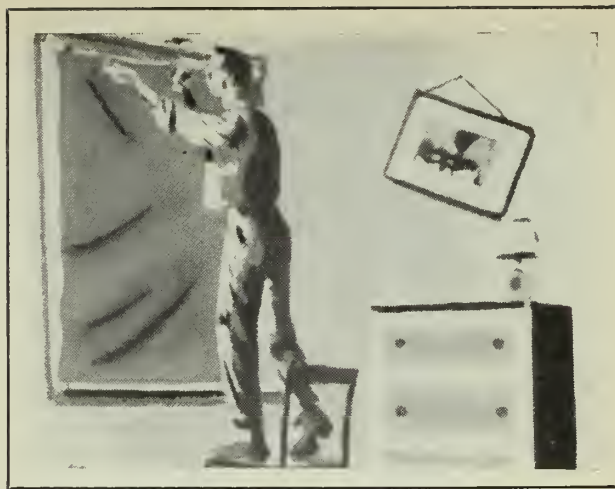
However, in spite of its great range, protection from thermal radiation is easily achieved. The rays travel in straight lines, and so only direct exposure, in the open or through windows, would lead to harmful consequences. Shelter behind almost any object, such as anywhere in the interior of a house, away from windows, of course, or behind a tree, or even protection of one part of the body by another so as to avoid direct exposure to the atomic Ball of Fire, would be effective.

Only fairly close to ground zero would the thermal radiation be expected to penetrate clothing, and so parts of the body covered in this way are generally safe from thermal radiation burns.

One of the striking facts connected with the atomic bombing of Japan was the large number of casualties attributed to what have been called "flash-burns," caused by the instantaneous thermal radiation. It has been estimated that 20 to 30 per cent of fatal casualties at Hiroshima and Nagasaki were from such burns, as distinct from those who suffered the more familiar flame burns.

Thermal radiation burns were recorded at a distance of 7,500 feet from ground zero at Hiroshima and as far as 13,000 feet at Nagasaki. The incidence of these burns, as might have been expected, was inversely related to the distance from the explosion.

A very distinctive feature of the thermal radiation burns was their sharp limitation to exposed areas of



NAIL DRAPES over windows shattered by blast. This will pretty well keep out the drifting radioactive dust or fog.

the skin facing the center of the explosion. They were consequently sometimes referred to as "profile burns." This is because of the fact mentioned above that radiation travels in straight lines, and so only regions directly exposed to it will be affected.

A striking illustration of this behavior was that of a man writing before a window. His hands were seriously burned, but his face and neck, which were not covered, suffered only slight burns because the angle of entry of the radiation was such as to place them in partial shadow.

Although thermal radiation burns were largely confined to exposed parts of the body, there were a few cases in which such burns occurred through one, and very occasionally more, layers of clothing. Instances of this kind were observed only near the center of the explosion.

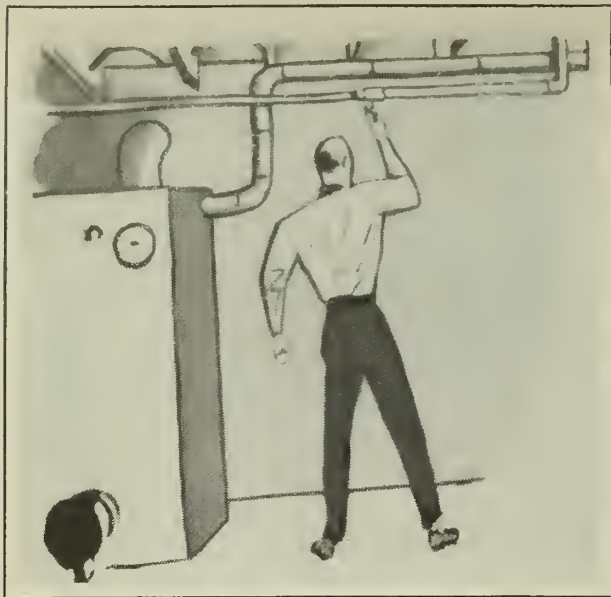
Where burns did occur through clothing, these tended to involve regions where the clothes were tightly drawn over the skin, at the elbows or shoulders, for example, while areas where the clothing fitted loosely were unharmed.

Because white or light colors reflected the thermal radiations, they generally afforded better protection than dark clothing. Thus it was not unusual to find burns through black clothing, but not through white material worn by the same individual.

This was strikingly shown in the case of a woman clad in a kimono at the time of the explosion. Her back and arms were badly burned in a pattern corresponding to the dark portions of the kimono, while the skin under the light portions was unaffected.

Studies on the part played by the ultra-violet range of the thermal radiations have led to the conclusion that the ultra-violet radiations from an atomic bomb do not make the major contribution to skin injuries. This means, therefore, that the infra-red radiation is the main factor in causing the flash-burns.

This is a subject of more than mere scientific interest. If it is the infra-red that is the most important, then there is the possibility that a person caught in the open by the explosion of an atomic bomb might have sufficient time to take cover, or other appropriate evasive



TURN OFF house water supply at main valve. Do this immediately and save water badly needed to fight fires.

action, thus reducing the thermal radiation damage.

This would be possible because most of the infra-red radiation is emitted by the Ball of Fire in its later stages, following the second temperature maximum, 7,000 degrees Centigrade; that is to say, from about 0.3 to three seconds after the explosion.

Thus, if protection could be found within one second of the explosion, the exposure to infra-red radiation would be very roughly one-third of the total amount received at that distance. Under many circumstances this difference would be very significant.

At distances close enough to the explosion to cause actual ignition of wood, etc., the blast wind, coming within a few seconds, generally would be strong enough to blow out the flame.

For this reason it would appear that relatively few of the numerous fires, which developed almost instantaneously after the atomic bombings of Japan out to distances of 4,000 to 5,000 feet from ground zero, that is, almost to the limit of severe blast damage, were directly caused by thermal radiations from the bombs.

It is probable that most of the fires originated from secondary causes, such as upsetting of charcoal or wood stoves, which were common in Japanese homes; electrical short circuits; broken gas lines, and so on, which were a direct effect of the blast wave.

It is true that fire-fighting services and equipment were poor by American standards, but it is doubtful if much could have been achieved, under the circumstances, by more efficient fire departments.

At Hiroshima, for example, 70 per cent of the fire-fighting equipment was crushed in the collapse of fire-houses, and 80 per cent of the personnel were unable to respond. Even if men and machines had survived the blast, many fires would have been inaccessible because of the streets being blocked with debris.

Another contributory factor to the destruction by fire was the failure of the water supply in both Hiroshima and Nagasaki. The pumping stations were not

largely affected, but serious damage was sustained by distributing pipes and mains. Most of the lines above ground were broken by collapsing buildings and by heat from the fires that melted the pipes.

About twenty minutes after the detonation of the atomic bomb at Hiroshima there developed the phenomenon known as fire storm. This consisted of a wind that blew toward the burning area of the city from all directions, reaching a maximum velocity of 30 to 40 miles per hour, two to three hours after the explosion, decreasing to light or moderate and variable in direction about six hours later.

It should be noted, however, that the fire storm was by no means a special characteristic of the atomic bomb. Similar fire storms have been reported as accompanying large conflagrations in the United States, and especially after incendiary bomb attacks in both Germany and Japan during World War II.

The high winds are produced largely by the up-draft of the heated air over an extensive burning area. They are thus the equivalent, on a very large scale, of the draft that sucks air up a chimney under which a fire is burning.

In addition to the flash-burns, many of the casualties from the atomic bomb explosions were caused by flame burns. In buildings collapsed by the blast, many persons who might otherwise have survived their injuries were trapped and burned. The burns suffered were of the kind that might accompany any fire and were not especially characteristic of an atomic explosion.

Burns of both types, flash and flame, were believed to be responsible for more than half of the fatal casualties and probably at least three quarters of all the casualties at Hiroshima and Nagasaki.

The magnitude of the problem therefore, points to the necessity for making adequate preparations for dealing with large numbers of burned patients in the event of an emergency. This means the training of great numbers in giving the most rudimentary first aid for burns, because a sufficient number of doctors and nurses could not be provided.

The explosion of an atomic bomb is accompanied by the emission of nuclear radiations, consisting of gamma rays, similar in nature to X-rays, neutrons, beta particles (electrons) and a small proportion of alpha particles (nuclei of helium atoms). Radiations emitted within a minute of the detonation are referred to as initial nuclear radiations. Those emitted after more than a minute are known as residual.

The initial radiations of importance to us are the gamma rays and the neutrons. Both have considerable penetrating power, so that they can reach the earth even when liberated at appreciable distances away. Both can produce harmful effects on living organisms.

The energy of the gamma rays present in the instantaneous, or prompt nuclear radiation is about 3 per cent of the total energy liberated by the bomb, but only a small proportion of this, perhaps 1 per cent, succeeds in penetrating any great distance from the bomb. A somewhat similar amount is present in the gamma rays emitted by the fission products in the first minute after an atomic explosion.

Nevertheless, in spite of the energy being considerably smaller than that appearing in the form of thermal radiation, the gamma radiation can cause an appreciable

proportion of the atomic bomb casualties. On the other hand, nuclear radiations do not have any incendiary effect.

Shielding from gamma rays or neutrons is not the simple matter of shielding against thermal radiation. For example, at a distance of 3,000 feet from the explosion of a nominal atomic bomb, the initial nuclear radiation would probably prove fatal to 50 per cent of human beings, even if protected by twelve inches of concrete.

However, beyond about 7,000 feet the nuclear radiations would be virtually harmless, without protective shielding, whereas exposure to thermal radiation at this distance could produce serious skin burns.

Radiation dosage is measured in terms of a unit called the roentgen, or the r. It is usually accepted that a dose of 400 r of radiation over the whole body in the course of a few minutes represents the median lethal dose that would be fatal to about 50 per cent of human beings. The median lethal range of the gamma radiation from a nominal atomic bomb is about 4,200 feet.

Thus a large proportion of human beings exposed to the initial gamma rays within 4,200 feet of an atomic explosion would die from radiation sickness. If part of the body were protected by a suitable shield, it is probable that a larger dose than 400 r would not prove fatal. Ordinary clothing can in no sense be regarded as protective.

At less than 2,100 feet from the explosion, physical and thermal destruction are so serious in unprotected regions that radiological injury does not need consideration. At distances greater than 9,000 feet, the dosage is, in general, too small to be of serious consequences, unless it is repeated at short intervals.

At the minimum distance of 2,100 feet from the explosion, the dosage of gamma rays in an unprotected location would be 10,000 r. To reduce this to below the median lethal dose of 400 r would require something like twenty inches of concrete or about three inches of lead. A layer of some thirty inches of soil would be equally effective. Underground shelters could thus provide adequate protection against the radiation hazard.

An outside shelter of the type used in World War II as a protection against blast bombs, covered with about twenty inches of packed soil, would decrease the radiation dosage below the median lethal value at distances greater than about 3,000 feet from the explosion. For a height of burst of 2,000 feet, this would represent 2,250 feet or more from ground zero. The thickness of concrete that would produce the same effect is roughly twelve inches, that of iron four inches, and that of lead about two inches.

The statement that an unprotected person within 4,200 feet of an atomic explosion would receive a median lethal dose of 400 r is based on the supposition that the exposure lasts for the whole minute of the period of initial radiation. It has been determined that at this distance about a half of the gamma ray dosage is received during the first second.

Taking shelter quickly behind a convenient building or in a slit trench, an act that is conceivable within a second of seeing the bomb flash, might thus mean the difference between life and death to a human being at a point where the unprotected dosage would be near the median lethal value.

If the energy release of the bomb were doubled from 20 to 40 kiloton TNT equivalent, the median lethal range, at which the dosage is 400 r, would be increased from 4,200 feet to 4,750 feet. This means that the lethal area of the initial gamma radiation would be much less than double.

Consequently, the thickness of shielding necessary to attenuate the radiation to less than the lethal value at any point would not have to be increased greatly. For a forty kiloton TNT equivalent bomb the dosage at 2,100 feet would be 20,000 r and about twenty-five inches of concrete would reduce it to 400 r, the median lethal dose. This may be compared with twenty inches required at the same distance for the nominal twenty kiloton TNT energy equivalent bomb.

The neutrons emitted in the fission process carry about 3 per cent of the energy of the atomic explosion. Of this amount, perhaps less than 1 per cent appears outside because of the loss of energy to the components of the exploding bomb. Like the gamma rays neutrons can penetrate considerable distances through air, and since they are a physiological hazard, they are a significant aspect of an atomic explosion.

More than 99 per cent of the total number of neutrons accompanying the fission of Uranium 235 or plutonium are released almost immediately, probably within one hundred-millionth second of the explosion. These are referred to as the prompt neutrons. In addition, somewhat less than 1 per cent, called the delayed neutrons, are emitted subsequently. The latter are actually expelled from some of the fission products.

It is estimated that the lethal range of neutrons from a nominal atomic bomb would be 1,800 feet for fast and slow neutrons, while for neutrons of intermediate energy the distance would probably be increased to 2,400 feet.

All the neutrons from the bomb would reach a point 2,000 feet distant within less than a second. It would



EXTINGUISH fires to make sure flames do not spread should home be damaged. There's no use inviting trouble.

appear, therefore, that most of the neutrons reaching the earth would do so within such a short period of time after the explosion that evasive action would not be possible.

Increasing the energy of the bomb by two would lead to an increase of less than 400 feet in the lethal distance of the neutrons.

In general, concrete may represent a fair compromise for neutron shielding. However, unless used in considerable thickness, the main function of concrete is to slow down the fast neutrons and so make them less of a biological hazard. Better results would be obtained by using a modified concrete made by adding a considerable proportion of iron (oxide) ore, such as limonite or magnetite, to the cement. Small pieces of iron, such as steel punchings, may also be incorporated.

World Ruin Doubtful

The nuclear radiations emitted after one minute from the instant of an atomic explosion, namely the residual radiations, arise mainly from the fission products. To a lesser extent they also come from the uranium 235 or plutonium atoms that had escaped fission, and, in certain circumstances, from activity induced by neutrons in various elements present in the earth and in the sea.

Any of the radioactive material reaching the inhabited surface of the earth in appreciable amounts may represent a serious physiological hazard. In addition, there is the possibility, which, although not highly probable, must nevertheless not be ignored, that radioactive material might be used deliberately, apart from an atomic explosion, for the purpose of making certain areas uninhabitable.

The problem of dosage emitted in a very short period of time, namely, the "one-shot" dose, is quite different from that arising in the case of the residual nuclear radiations which might persist for days, weeks or months. A human being receiving a total of 400 r (roentgen units of radiation) of the initial nuclear radiation, that is, over a period of a minute or so, would have a 50 per cent chance of survival, but, if the same amount of radiation was absorbed over a period of a month, the probability of death would be considerably less.



FIGHTING FIRES will be major job, for flash will set buildings ablaze and concussion may rupture gas tanks.

The United States Committee on X-rays and Radium Protection concluded in 1936 that the maximum human tolerance dose of X-rays or nuclear radiation, which could be taken up on successive days was 0.1 r per day over the whole body. In other words, it was thought that the whole body could absorb up to 0.1 of radiation per working day for long periods without permanent harm.

This rate of absorption was accepted as the tolerance dose or permissible dose of nuclear radiation. However, in order to insure an adequate factor of safety for personnel exposed to radiations every working day for many years the accepted permissible dose rate in the United States has now been reduced to 0.3 r per week.

Among X-ray technicians regularly exposed to radiations analogous to gamma rays there is no authenticated case of injury where the exposure has been kept down to 0.1 r per day over extended periods.

It should be understood that this safe dose applies to absorption over the whole body and for repeated and protracted exposures over long periods of time. Small areas can be exposed to very much larger quantities of radiation with no more than local injury being experienced. In addition, there is a difference between acute, that is, brief and occasional, exposure and the chronic exposure to which the tolerance limit applies.

Thus, a dose of 5,000 r can be used to treat a small skin cancer, leaving a scar but no other permanent effect. Even the whole body may absorb 50 r in one day without any apparent harm. Somewhat larger single doses may have unpleasant consequences, but will not prove fatal unless repeated on successive days.

The fission of uranium 235 or plutonium (they very seldom split in equal parts) results in the formation of at least sixty atomic fragments representing isotopes (twins) of probably thirty-four different elements. All of these are radioactive, decaying by the emission of electrons, accompanied by one or more gamma rays.

It has been calculated that at one minute after the detonation of a 20-kiloton TNT equivalent atomic bomb, when the residual nuclear radiation begins, the fission products will be emitting gamma radiation at the enormous rate of 934.5 kilowatt-hours of energy per second. Even after an hour, the rate of emission of gamma radiation will be nearly 7.12 kilowatt-hours per second, so that, although the gamma activity has decreased by a factor of about 130, it is still extremely large.

A widely used method of expressing rates at which radioactive atoms decay is in terms of a unit called the curie, named after the discoverers of radium. A curie is defined as a quantity of radioactive material undergoing 37 billion disintegrations per second, which is equal to the rate of disintegration of one gram (1/28th ounce) of pure radium. A megacurie is a million curies, corresponding to disintegrations at the rate of 37 quadrillion atoms per second, namely, that of 1,000 kilograms (2,200 pounds) of radium.

Neutrons from an atomic explosion which reach the earth's surface may interact with elements there and make them radioactive. Radioactivity induced by the neutrons may persist for some time, contributing to the residual radiation activity. As the neutron's intensity at the earth's surface decreases rapidly with increasing distance from the bomb, the induced activity would

probably be significant only for relatively low air burst, and then at distances not too great from ground zero. Underwater and underground explosions present special problems.

A third possible source of residual nuclear radiation is the uranium 235 or plutonium which may have escaped fission. Their radioactivity, measured in curies, is very small compared with that of the fission products.

For a contamination of one megacurie per square mile due to fission products, the dosage rate at about three feet above the ground, calculations show, is approximately 4 r per hour, which is equivalent to about 100 r per day. An activity of one megacurie per square mile would be attained if at the end of one day these products were spread uniformly over 133 square miles. In a normal air burst only a portion of the fission products would have descended by the end of one day, and the area covered would probably be greater than 133 square miles.

It is of interest to note that even under normal circumstances long before X-rays or atomic bombs were even dreamed of, all living organisms were continually being exposed to radiations. This "background radiation" is due partly to the high energy particles, known as cosmic rays, originating in outer space, and partly to radium and its disintegration products which are present in the earth and in the air. In addition, it is not generally realized that the human body contains not insignificant amounts of radioisotopes of carbon and potassium. These radioactive species are also present in plants and in the soil.

It has been estimated that at sea level a human being absorbs, from all the aforementioned background sources, something like 0.003 r of radiation per week throughout his life. This is about one-hundredth part of the accepted tolerance dose believed to be harmless. At high altitudes, where the intensity of the cosmic rays is increased three-fold at 15,000 feet, the total background radiation is appreciably higher.

It appears that during the average lifetime every individual receives from 10 to 15 r or more of radiation over the whole body in addition to amounts that may be absorbed as a result of X-ray or similar treatment. The same state of affairs has undoubtedly persisted during the whole period of man's existence on earth, although the total radiation absorbed in a lifetime has increased as the average lifespan has lengthened.

Fears have been expressed in some quarters concerning the danger of world-wide contamination by radioactivity resulting from atomic explosions. That such fears are groundless can be shown by estimating the number of bombs which would have to be detonated to produce enough activity to cover the earth. Such calculations may be made for external gamma radiation from the fission products, on the one hand, and for the internal hazard due to plutonium which has escaped fission.

If the whole surface of the earth is to be contaminated, with a minimum number of bombs, they would have to be exploded within a very short period of time. Further, since contamination from fission products would be due essentially to the fall-out, sufficient time must be allowed for all the particles to settle out. On the basis of these postulates, it has been calculated that in order to constitute a world-wide hazard something



THROW SWITCH at master fuse box. This will reduce danger of a short circuit and consequent fire hazard.

like a million atomic bombs, of the nominal size, would have to be detonated, roughly one to each 200 square miles of the earth's surface.

An estimate of the possibility of world-wide contamination by plutonium is more difficult, because of the uncertainty concerning the proportion which escapes fission. In order to take the extreme case it is supposed that the whole of the plutonium originally present in the bomb is uniformly distributed in the top centimeter of soil. This plutonium may then be presumed to be absorbed by plants and thus find its way into the human body in the form of food. Inhalation of dust represents another possibility. It appears from the calculations that for plutonium to constitute a world-wide hazard millions of atomic bombs would have to be exploded.

World-wide radioactive contamination would thus appear to be extremely unlikely, but local contamination due to a relatively small number of bombs might be a serious problem over a large area. The fact that the fall-out may be so widely dispersed means that radioactive particles will descend hundreds and even thousands of miles from the point of detonation. Although they may not necessarily do any physiological harm, the particles may cause trouble. An illustration is the case of radioactive dust from the test explosion at Alamogordo appearing in strawboard manufactured over a thousand miles away and spoiling sensitive photographic film wrapped in this material.

When an atomic bomb is detonated at a high altitude, as it was in Japan, so as to cause maximum blast damage to a city, the hazard due to radioactivity on the ground after the explosion is small.

Atomic bombs were exploded experimentally at low altitudes at Alamogordo and Eniwetok. Radioactive contamination of the ground was many times greater than for the high altitude bursts, due to the fact that the



RESCUING WOUNDED from debris, emergency squads will need aid of bulldozers. Thousands may be trapped.

Ball of Fire touched the earth's surface. The radioactivity near the center of the explosion resulted partly from condensation of fission products upon contact with the ground, and partly from radioactivity induced by neutrons.

The approximate radiation dosage rates, in roentgens per hour, measured on the ground at Alamogordo one hour after the detonation had taken place at a height of 100 feet was 8,000 r at ground zero, 5,000 r at a distance of 300 feet from ground zero, 600 r at 600 feet, 150 r at 900 feet, 30 r at 1,200, 10 r at 1,500 feet, 5 at 2,250, 0.3 r at 3,000 and 0.07 at 3,750 feet.

It can thus be seen that near the explosion center an area subjected to a low altitude air burst, small compared with the damage area due to the bomb, would be uninhabitable because of the radiation hazard. Nevertheless, calculations show that a vehicle traveling at a moderately high speed could cross the contaminated ground about 15 minutes after the explosion without the occupants being greatly harmed.

It would probably be six hours or more before it would be safe to walk across the area but to stay for any length of time would, of course, be out of the question, unless proper shielding were available. The great amount of radioactive dust remaining in the air after a low-altitude explosion would require special precautions to prevent entry of the active material into the system. Masks such as used in chemical warfare protection are suitable for this purpose.

The disturbance of large quantities of earth and other material in the formation of a crater, which accompanies an air burst at low altitude, results in the deposition of contaminated debris at some distance away. In addition, much of the dust is carried aloft into the atomic cloud, but it eventually settles to the earth as the fall-out, after picking up fission product particles, to contaminate areas much further from the center of the explosion.

After the Alamogordo test, for example, high concentrations of radioactivity were detected on the ground several miles north and east of the site of the explosion. The integrated dose was, however, not dangerous to human life.

Of various types of atomic explosion the underwater

burst at Bikini produced by far the greatest degree of radioactive contamination. It is estimated that almost all of the fission-product activity either remained in the water immediately following the detonation, or fell back into the lagoon in the form of the radioactive base surge and rain. The total dosage due to the base surge and contamination from the underwater burst ranged from 8,000 r down to a 100 r to a distance of about four and one-half miles.

There is the possibility that after an underwater burst of an atomic bomb, the radioactivity might be spread over a large area due to the action of marine life. It is well known that land plants absorb and so concentrate mineral elements from the soil, and that these are further concentrated in animals feeding on the plants. Similar circumstances arise in water environments; the simple plants, i.e., plankton and algae, absorb the nutritive salts from the water, and they are then accumulated in the large aquatic forms, namely fish, which directly or indirectly consume the simple plants.

In water containing radioactive materials, the latter are concentrated by the fish in the same manner and for the same length of time as are the stable forms of the corresponding elements. If the fish die, the radioactive isotopes are not lost, but they return to the water, as do the stable isotopes, to take part once again in the life cycle.

Because of the landlocked nature of the Bikini lagoon there is evidently little or no outward migration of the larger aquatic organisms, so that there is no appreciable tendency for the radioactivity to spread. However, due to the behavior of the anadromous migratory fishes, namely, salmon, shad, etc., which feed in the sea and then migrate upstream to die, or of birds that concentrate the minerals of the sea in guano, there might be some distribution of radioactivity in other cases following an underwater atomic explosion. The extent of such dispersion and its effect would depend greatly on circumstances and appears difficult to estimate.

The possibility must also be considered of an underwater explosion so near to the shore that significant amounts of the fall-out and the base surge will reach the adjacent land areas, and possibly affect dock facilities, warehouses, etc.

The general consensus at the present time is that the size of an area highly contaminated by an underground explosion would be less than in the case of an underwater burst. One reason is that the density of the soil is greater than that of water and so a smaller mass would be thrown into the air to descend at a distance from the explosion. However, although the area covered may be less, the radiation intensity may be correspondingly greater at small distances from the bomb burst.

The possibility exists of contaminating persons, objects or areas with radioactive materials not produced in an atomic explosion.

This deliberate use of radioactive isotopes as an offensive military weapon is known as radiological warfare. The materials to be used can be either fission products, obtained in a nuclear reactor, or artificially made radioactive isotopes, produced from stable elements by exposing them to neutron bombardment. Such warfare would present many difficulties, both in

the production of the materials and in delivering them to the target. Perhaps its most important application would be its psychological effect as a mystery weapon.

If gamma ray emitters were to be used as radiological warfare agents, and these seem to be the only ones likely to be effective, the problem would arise of shielding personnel from the radiations during manufacture, storage and delivery of the weapon. The use of adequate shields, presumably of concrete, iron or lead, would add greatly to the weight of the munition and would complicate the mechanism of dissemination on the target. The uniform distribution of a relatively small amount of material over a large area would itself present a difficult problem, the solution of which might nullify the advantage of compactness.

While it is impossible to predict, as in the case of chemical warfare, whether radiological warfare will be used or not, it is necessary to understand and be prepared for it.

Only in the event of being unprepared are the consequences likely to be as serious as the destruction caused by an atomic bomb.

How Decontamination Works

Radioactive contamination, as explained earlier, may come from four sources. It may be caused by the fission products formed in the explosion of an atomic bomb; by activity induced from neutrons in soil and water, and by the deliberate use of radioactive materials in radiological warfare as a particularly vicious form of poison gas attack. There also is the possibility that plutonium that has escaped fission may act as a contaminant representing an internal hazard.

There are essentially three ways whereby the hazard associated with radioactive contamination may be minimized:

- Disposing completely of the material by deep burial in the ground or at sea.
- Keeping it at a distance for a sufficient time to permit the radioactivity to decay to a reasonably safe level.
- Attempting to remove the contaminant, that is, to decontaminate the material.

These three procedures were used in radioactive contamination suffered by ships and their equipment in the Bikini underwater ("Baker") test.

At Bikini, the *Independence*, a small aircraft carrier, received such a large radiation dosage that, had there been any one on the hangar deck at the time, he would have died from external radiation, apart from the effects of the blast.

Yet two weeks after the detonation, the dosage rate was about three r (radiation dosage units) per day, permitting short-time access. About a year later, the average dosage rate was only 0.3 r per day. Three years after the original contamination, the *Independence* was in use at the San Francisco Naval Shipyard, where she housed the experimental engineering group of the Naval Radiological Defense Laboratory.

It was difficult at that time to find any areas on the ship in which the radiation dosage would have exceeded the limit of 0.3 r per week adopted at the installations of the Atomic Energy Commission.

No decontamination of the *Independence* was attempted because the vessel was in a battered con-

dition, and it seemed unlikely that she could be returned to service as an aircraft carrier. However, some of the other vessels at Bikini were decontaminated and reclaimed much sooner.

Two submarines thus decontaminated were used soon afterward in the Naval Reserve with no risk to the operating personnel. Most of the other target vessels were destroyed, not because decontamination was not feasible, but mainly because they were damaged in other ways and decontamination would not have been economical.

Except where radioactive solutions, such as were present after the underwater burst at Bikini, soak into porous materials, such as rope, textiles, unpainted or unvarnished wood, etc., or where neutrons have penetrated and induced radioactivity to some depth, the decontamination will be largely restricted to the surfaces of materials, objects and structures.

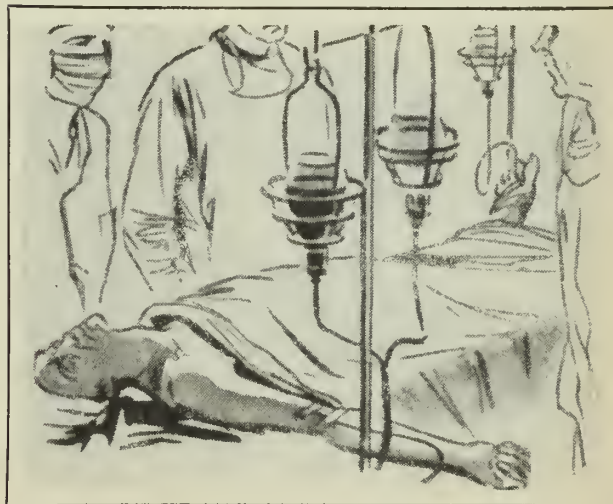
The problem of decontamination is thus, to a considerable degree, a problem of removing sufficient of the surface material to reduce the activity to the extent that it is no longer a hazard. The methods of surface removal may be divided into two main categories, chemical and physical.

In the first case the contamination is eliminated by making use of chemical reagents which if sufficiently mild will have a minor effect on the underlying material. In the second case an appreciable thickness of the actual surface is removed.

It should be understood that the activity of a particular radioisotope is not changed in any way by chemical reaction. All that chemistry can do is to convert the active isotope into a soluble compound so that it can be detached and washed off as a solution. Certain processes of decontamination involving the use of detergents, represent a category intermediate between the chemical and physical.

The actual process of decontaminating material and equipment can be resolved into two stages: first, immediate emergency measures, to permit continued operation; and second, final more thorough decontamination operations.

Although the degree of decontamination achieved



TRANSFUSIONS will keep medics at casualty stations busy. Whole blood helps lower patient's physical shock.

by the initial treatment may not be large, it at least reduces the physiological hazard to an extent that will make possible, probably with changing personnel, an operation that otherwise would have been impractical. A more complete decontamination can then be carried out, if necessary or desirable, at a later time.

The decontamination of personnel who have come into contact with radioactive material is, of course, a primary requirement. Normally clothing will prevent access of the material to the skin. When contaminated, clothing should be removed and disposed of, by burial, for example, in such a manner as to prevent the spread of the radioactivity into uncontaminated areas, like the interiors of buildings.

A fair degree of decontamination of the exposed skin can be achieved by vigorous rubbing with soap and water, paying particular attention to the hair, nails, skin folds and areas surrounding body openings, with due care to avoid abrasion. Certain synthetic detergents, of which many are now on the market, soapless household cleansers, have been found effective.

In the event of serious radioactive contamination of a large part of a city, steps would have to be taken to make the locality habitable within a reasonable time. Most important would appear to be removal or coverage of loose material that might form dust that would be inhaled or ingested with food.

For paved streets, flushing, perhaps with the aid of detergents, street cleaning or vacuum sweeping, if feasible, might be the first steps.

Concrete, stone and brick building . . . the contaminant is on the surface, or has not penetrated too deeply, perhaps would have to be wet-sandblasted and reroofed. Stucco buildings might have to be removed. The same would well apply to roofs, which would collect considerable amounts of radioactive material, but could not be easily decontaminated.

Properly covered foods should undergo little or no contamination. The same would be true for canned goods or any materials in impervious, dustproof wrappings. There appears to be no feasible means of salvaging unprotected food, either in the home, the store, or in the fields.

In surface waters, radioactive contaminants will tend to be adsorbed by the suspended and colloidal matter

that invariably is present. In urban water systems, radioactive material that has escaped adsorption in a reservoir itself may be picked up by the surface of the distribution system.

When, in addition, the purification process includes coagulation, sedimentation and filtration stages, it is expected that very little radioactive material would normally reach the consumer.

Underground sources of water are generally safe from contamination. So are moderately deep wells, even under contaminated ground, provided surface drainage of contaminated material is prevented.

If a reservoir or river is seriously contaminated, and the water is not subjected to coagulation or filtration, the water might be unfit for consumption for several days. However, because of dilution and natural decay of radioactivity, the degree of contamination will decrease with time.

The types of injuries suffered by personnel in an atomic explosion will vary with the manner in which the bomb is used. In a high air burst, such as at Hiroshima and Nagasaki, most of the casualties will be from burns and blast effects.

There will be a small proportion of radiation injuries resulting from exposure to the initial nuclear radiations, emitted within the first minute after the burst, but the effect of contamination by the residual radiations, emitted after the first minute, will be negligible.

An explosion at low altitude or at ground level would produce somewhat fewer casualties from blast or burns, but a small area would be highly contaminated with radioactive material. If proper precautions are taken, the casualties from this residual radiation should be a very small fraction of the total.

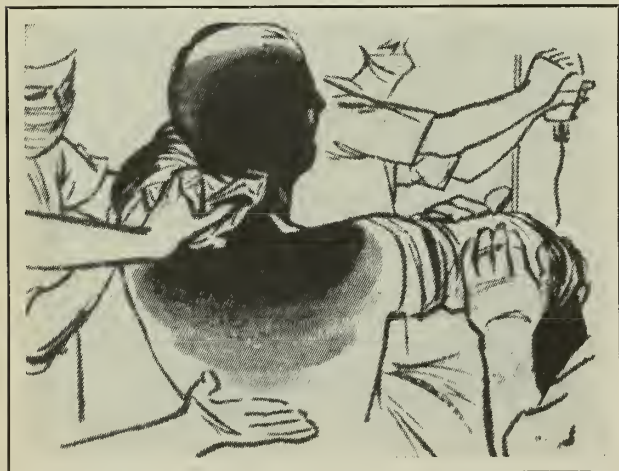
After a shallow underwater burst, the number of casualties from blast and burns also will be diminished. However, some casualties might arise from exposure to radiation from fission products and to a lesser extent, material that has escaped fission, spread over an appreciable area by the base-surge and the fall-out.

During the first two months or more the primary danger would be from the gamma rays, in particular, and the beta particles (electrons) from fission products. Subsequently, the ingestion of plutonium might in exceptional circumstances become a hazard. In the event of serious contamination of this kind it would be necessary to evacuate the population from the affected areas until they could be adequately decontaminated.

Injuries by blast are of two kinds, direct and indirect. Direct blast injuries result from the positive pressure phase of the shock wave acting on the body to cause injury of the lungs, stomach, intestines and eardrums, and internal hemorrhage. Such injuries occurred in World War II after large-scale air raids with conventional high explosive bombs.

At Hiroshima and Nagasaki, however, the direct blast effect was not a significant primary cause of fatality, because those near enough to the explosion to suffer injury in this manner were burned or crushed to death. A pressure of about thirty-five pounds per square inch or more is required to cause direct harm to a human being. The peak pressure of the shock wave from a nominal atomic bomb would attain such values only at distances of 1,000 feet or less from ground zero, assuming a height of burst at 2,000 feet.

More important than the primary blast injuries in



TREATING BURNS—An urgent task since anyone standing in the open within mile from an air burst will be burned.

the Japanese bombings were the indirect or secondary effects from collapsing buildings, and from timber and other debris flying about in the blast wave. Persons were injured by flying objects, crushed or buried under buildings, and thrown against fixed structures. Glass fragments penetrated up to an inch beneath the skin, and the light summer clothing worn at the time offered little protection. Unless proper precautions are taken, to be described later, glass is a considerable hazard.

For practical purposes of diagnosis and treatment, it is not necessary to distinguish among burns caused by thermal radiation (flash-burns), by flame, or by contact burns, a form of flash-burn caused by dark-clothing materials becoming hot and burning the skin with which they are in contact.

Although there are differences in body surface involved, depth of the injury to the skin, and general reactions of the individual to burns of different types, the indicated treatment for burns from an atomic explosion appears to be the same as for those encountered in large-scale incendiary raids and in civil disasters.

The unique feature of atomic bomb burns is the great number of casualties produced in a brief period, the variety of burns encountered, and the wide range of severity, depending on the distance from the explosion.

A great deal was learned during World War II about the treatment of burns, but the subject is still under investigation and has not yet become stabilized. It is recommended, therefore, that until there is more general agreement, the medical men in each community employ the treatment for severe burns they have found most efficacious.

Because of their importance in relation to the effects of an atomic explosion, a comprehensive study of flash burns is being sponsored by the Atomic Energy Commission.

The effect of thermal radiation on the eyes was surprisingly small. Even those who looked directly at the explosions at Hiroshima and Nagasaki, from some distance, of course, reported only temporary loss of vision. One patient was so blinded by the flash that he was unable to distinguish light from dark for two days, but eventually his recovery was complete.

The effects of nuclear radiations, as distinguished from thermal, on living organisms depend not only on the total amount absorbed, but also on the rate of absorption; on whether it is chronic or acute, and on the area of the body exposed.

Some radiation phenomena, such as genetic effects, are apparently independent of the rate of delivery of the radiation, and depend only on the total dosage. In the majority of instances, however, the biological effect of a given dose of radiation decreases as the rate of exposure decreases.

Thus, to cite an extreme case, 600r would certainly be fatal if absorbed by the whole body in one day, but it would probably have no noticeable consequences if spread over thirty years. The most reasonable explanation of this fact is that if the dosage rate, that is, the amount of radiation taken per day, is very small, the damaged tissues have a chance to recover. If the intensity or rate of delivery of the radiation is increased, recovery cannot keep up with the damage.

It is apparently the recovery factor that makes it possible for human beings to accept limited doses of



SCRUB DOWN fore and aft—with plenty of soap—to remove any radioactive dust particles clinging to skin.

radiation, at least 0.3 r per week for long periods without any apparent harmful consequences.

While little of a specific nature can be done in the treatment of radiation sickness where the acute dose is 600r or more, there is a possibility that where the dose is smaller, particularly 400r, or less, many lives can be saved with proper treatment. Immediate hospitalization, to insure complete rest, and avoidance of chills and fatigue, is an essential first step.

Whole blood transfusion should be given, as required, until the bone marrow, the blood-forming tissue quickly damaged by radiation, has had time to regenerate and produce blood cells. Adequate nourishment could be provided by intravenous feeding to supply the necessary sugars, proteins, vitamins, etc.

The danger of infection, from destruction of the germ-fighting white blood cells, may be controlled by the use of penicillin and other antibiotics. The whole subject of radiation sickness, a rare occurrence before the bombings of Hiroshima and Nagasaki, is intensively studied, and important advances in its treatment may be expected.

Because of the possible importance of the subject for the future of the human race, no discussion of radiation injury would be complete without consideration of the genetic (hereditary) effects. These effects differ from most other changes produced by radiation in that they appear to be cumulative and, within limits, independent of the dosage rate of the energy of the radiation.

The mechanism of heredity is essentially similar in all sexually reproducing plants and animals, including man. The material responsible for inheritance is organized into discrete structures, the chromosomes, which are visible microscopically in the nuclei of dividing cells.

The chromosomes, rod-shaped bodies, are considered to be fine threads of nucleoproteins (group of proteins combined with nucleic acid, the latter a constituent of the nuclei of living cells), which are differentiated along



HOW HOT?—To find this out is job of monitor teams who probe into radioactive areas with radiac instruments.

their length into thousands of distinctive but sub-microscopic units, the genes.

The development of inherited characteristics is controlled by the action of the genes. Chromosomes, and hence the genes, occur in pairs in the nuclei of the cells of individuals, one member of each pair contributed by each parent through the sperm or egg.

Mutations, defined as changes in inherited characteristics, may be classified roughly into two categories. Microscopically detectable changes in chromosome structure are called chromosomal mutations or aberrations. They may be responsible for visible changes in inherited characteristics, may cause reduced fertility, and frequently may be lethal, preventing development of the embryos.

The second category, gene mutations, include those cases in which sudden changes in inherited characteristics are not the result of demonstrable changes in chromosome structure but rather are believed to be from changes in the chemical composition of the normal gene. The possibility remains, however, that many so-called gene mutations may actually be ultra-microscopic changes in chromosome structure.

Mutated genes are commonly classified as either dominant over the normal genes, in which case the individual will show the particular characteristic if he receives the mutated gene from either parent, or recessive, in which case an individual must receive the mutated gene from both parents before exhibiting the characteristic.

While most gene mutations appear to be recessive, recent evidence indicates that many so-called recessives are partially dominant. Almost all mutations are deleterious, the occurrence of beneficial mutations being very rare.

There is a large body of data which indicates that any dose of radiation, no matter how small, increases the probability of genetic changes. Until recently the risk would have been thought to apply mainly to distant descendants, when the probability of two recessives mating would be greater. New information on the frequency of partial dominants indicates that the risk may not be negligible even to the first generation.

Incomplete experimental work on mice leads to the

important practical conclusion that the probability of passing on chromosome aberrations to the next generation will be greatly reduced if individuals exposed to doses of radiation refrain from begetting offspring for two to three months after exposure.

It should, however, be stressed that, according to the evidence available, this practice would cause little or no reduction in the risk of transmitting gene mutations.

Many of the basic data necessary for a reliable estimate of the genetic-effects of radiation in human populations have not yet been obtained. We are not yet able to calculate the exact magnitude of the risk. It is obvious, therefore, that until more basic knowledge is available, exposures of personnel should be kept to a minimum.

It may be mentioned, however, that the possibility of the production of a race of monsters in Japan as a result of radiation emitted by the atomic bombs is extremely improbable in the opinion of geneticists who have made careful study of the subject.

Protection Requires Planning

Adequate protection against the effects of an atomic bomb attack would require comprehensive and detailed planning. Such planning would be necessary to avoid panic, for mass hysteria could convert a minor incident into a major disaster.

The purpose of the Government handbook, "The Effects of Atomic Weapons," is to provide the essential scientific and technical information that would permit necessary plans to be made for dealing with the new and unusual situations that would arise as the result of the explosion of an atomic bomb.

The organization, preparation and techniques designed to deal with these situations involve considerations beyond the book's scope. Their precise nature depends on many factors that must be evaluated nationally, and their applications would vary with the patterns of regional and community development.

Any planning and organization against a possible atomic attack must be designed to meet the various destructive effects that an atomic explosion is likely to produce. These, as we have seen, include damage caused by air blast, ground and water shock, thermal radiation, initial nuclear radiations, and residual nuclear radiations. In addition, extensive fires from various secondary causes would follow an atomic explosion.

Fortunately, protection from these hazards, although by no means simple, is not as complex as the existence of so many danger factors would imply. In general, it appears that proper protection against blast, shock and fire damage could also minimize the danger to personnel from thermal radiation and initial nuclear radiations.

As far as burning caused by thermal radiation is concerned, the essential points are protection from direct exposure for human beings and the avoidance of easily combustible materials, especially near windows.

The only known defense against the gamma rays and neutrons constituting the initial nuclear radiation is the interposing of a sufficient mass of material between the individual and the atomic bomb, including the rising Ball of Fire. The use of concrete as a construction material, which is necessary to reduce air-blast and

ground shock damage, would, to a great extent, decrease the initial radiation hazard.

From the standpoint of physical damage, the problems of construction and protection from atomic bombs are not fundamentally different from those associated with bombs of the conventional type. It should not be forgotten, however, that atomic bombs are enormously more powerful. The damage would cover an extensive area, probably several square miles. These facts are important in planning for control of fire-fighting and rescue operations.

Protection from the effects of radioactive contamination presents a problem that has not previously been encountered. The results of blast and fire are visible and can generally be controlled in a relatively short period after an explosion. But nuclear radiation cannot be detected by the senses without the use of instruments, and, unless the contamination is removed, the deleterious effects may continue for weeks, months or longer.

Even though the dangers from radioactivity after an atomic explosion are uncertain and perhaps exaggerated, nevertheless some consideration must be given to possible contamination of areas, structures and equipment.

Monitoring of regions close to, and especially downwind from, the explosion should be undertaken soon after the detonation for the guidance of fire fighters and rescue teams. Subsequently, more detailed monitoring may be required to find which areas are safe for occupation.

Many steps can be taken to reduce both the personal casualties and the physical damage effects of an atomic explosion. The planning of new construction affords the best opportunity for the inclusion of protective measures at a minimum cost. But existing structures can, in many cases, be strengthened to make them more resistant to blast, fire and radiation, thus increasing the protection afforded to personnel and equipment.

For example, blast damage can be reduced by strengthening structures, particularly against lateral and downward forces. It is desirable to keep to a minimum fixtures, ornamental plaster, or other interior treatments that might be dislodged when the buildings are subjected to violent forces.

The fire hazard may be decreased by avoidance of exposed inflammable material. General protection against gamma radiation may be achieved by a sufficient thickness of structural material.

In taking protective measures, how far away may it be supposed that the atomic explosion will occur? Of course, it is impossible to supply a definite answer, but a decision must be made on the distance from the explosion at which protection becomes practical. Steps can then be taken to provide protection appropriate to this distance.

Taking various factors into consideration it seems that a distance of about half a mile from ground zero would be a reasonable compromise for the planning of general protective measures. The assumption is made that the bomb is exploded in the air at such a height as would provide maximum physical damage.

It must be admitted, however, that the choice of distance involves an element of risk, for there may be accidental or deliberate bursts of several bombs in proximity at the same time. Further, there is the pos-

sibility that these bombs might have different energies and be detonated at different heights.

On the other hand, there is some justification for the choice of half a mile from ground zero, from a nominal (20 kiloton TNT equivalent) atomic bomb, as the point from which protection should be considered.

In the first place, the evidence from the Japanese bombings indicated that within this distance the chances of survival, from one cause or another, were very poor. It is only beyond 3,000 feet or so that the proportion of persons killed begins to fall off at an appreciable rate. Suitable protective measures would result in an even sharper drop.

Further, protection against blast, initial radiation, and thermal radiation becomes practical at a half mile from ground zero, while at closer distances it would not generally be feasible. In certain cases, however, stronger construction may be desirable on the ground of the essential nature of the operations carried out in a particular building.

One of the most important lessons learned from the atomic bomb attacks on Japan is the necessity for the provision of an adequate water supply for the control of fires.

In Nagasaki the water pressure was only thirty pounds per square inch at the time of the explosion and because of breaks in mains and house service lines it soon dropped to ten pounds per square inch. On the following day the pressure was almost zero. This drop in the water pressure contributed greatly to the extensive destruction caused by fire.

The experience at Hiroshima was similar.

A large proportion of the fire devastation in Japan after the atomic bomb attacks was because the fire-fighting services were incapacitated. It would seem to be advisable that fire departments of strategic cities and industrial plants should be housed in structures capable of withstanding the blast at about half a mile from the explosion. Underground construction of concrete walls two feet thick would provide this degree of blast protection.

Facilities for the direction of disaster-relief activities,



ANALYZING BLOOD of patients will be done by technicians. Cell counts provide cue to radiation sickness.

and provision of first aid in a city require a protected area on one of the lower floors of a well-constructed, fireproof, reinforced-concrete or steel-frame building.

Facilities required for rescue and damage control operations, in addition to the measures found necessary on the basis of World War II experience with conventional explosives, must be given special treatment in view of some of the novel effects of atomic weapons.

The problem of radiological hazard control requires more elaborate facilities, and this hazard, as well as the magnitude of the mechanical damage effects, requires that careful consideration be given to the communications networks, probable need for duplicate facilities, special storage requirements, emergency medical services, evacuation procedures and immediate debris clearance.

Shelters inside buildings should be in fireproof, reinforced-concrete or steel-frame structures that are resistant to collapse. The areas chosen should be on the lower floors and in halls, or in the interior portions of the buildings, since these seem to offer the most reasonable possibilities for protection. Secondary hazards, such as those from falling plaster or fixtures, or from fire, should, of course, be avoided.

Shelters outside the larger structures should, in general, be designed to resist the effects of blast and radiation from an atomic burst at a reasonable distance, say one-half mile. They should be well clear of buildings to avoid hazards from debris and fire.

A buried, or semi-buried, shelter will usually be the best choice for protection from an air burst, because the earth cover will act as protection against radiation. In addition, blast effects will be less than on a surface shelter. Such buried shelters would, of course, be useless in the event of a near-by underground detonation of an atomic bomb.

It might be advisable to construct shelters so that they would provide protection in case of surface or sub-surface bursts, in which the spread of radiation through the air might be a hazard. Hence, special consideration should be given to the problem of insuring suitable ventilation for shelters.

The most effective method for providing adequate

ventilation is to use a pressurized installation in which the air is forced through special air filters that would remove radioactively contaminated particles. The practicability of such extreme measures, however, is open to question.

Basements of homes, especially if they were extended beyond the main structure of the house, would offer reasonable protection against blast damage, provided they were not too near the center of the explosion.

However, care must be taken to provide escapes to be used in case the house catches fire or collapses. A shallow rampart of soil or of sand bags outside the house would probably be advantageous. Semi-buried shelters for individual families, of the type used in Europe during the last war for protection against conventional bombs, would also provide worth-while protection against atomic explosions.

In cities like New York, the subways would make good shelters, though they probably would collapse in case of a near-by underground explosion.

The discussion of shelters is, of course, based on the assumption that there has been sufficient warning to permit people to take shelter. In the event of a surprise atomic explosion, immediate action would mean the difference between life and death.

The first indication of an unexpected atomic burst would be a sudden increase of the general illumination. It would then be imperative to avoid the instinctive tendency to look at the source of this light, but rather to do everything possible to cover all exposed parts of the body.

If a person is in the open when the sudden illumination is apparent, the best plan is to drop instantaneously to the ground, curling up so as to shade bare arms and hands, neck and face with the clothed body. Although this will not protect against gamma rays, it might help in reducing flash-burns.

This is important because disabling burns can be suffered well beyond the lethal range for gamma rays. The curled-up position should be held for at least ten seconds. The immediate danger is then over, and it is permissible to stand up and look around to see what action appears advisable.

If in the street, and some sort of protection, such as a doorway, a corner or a tree is within a step or two, then shelter may be taken there with the back to the light, and in a crouched position to provide maximum protection, as described above. No attempt should be made to reach a shelter if it is several steps off.

The best plan then is to crouch on the ground, as if completely in the open. After ten seconds, at least, a standing position may be resumed, but it is strongly advisable to press the body tightly against the side of a building to avoid breaking glass, or falling missiles, as far as possible.

A person who is inside a building or a home when a sudden atomic attack occurs should drop to the floor, with his back to the window, or crawl behind or beneath a table, desk, counter, etc. This would also provide a shield against splintered glass from the blast wave.

The blast wave might reach the building some time after the danger from radiation had passed, and so windows should be avoided for about a minute, because the shock wave continues for some time after the explosion. The safest places inside a building are the



BURY CLOTHES and other material exposed to radiation. Contamination will be worst in an underwater burst.

interior partitions, and it is desirable to keep as close to these as possible.

In considering the practical problems of a radiological hazard it may be supposed that there would be three stages, the duration and severity of which would depend on circumstances. These are as follows:

1. Complete disorganization stage: In the event of heavy and widespread physical damage, it may be presumed that roads would be blocked for some distance from the explosion, and that all normal communication systems would be out of commission. Emergency transportation and communication, except perhaps for self-contained radio equipment, would not be immediately in effect.

2. Emergency control stage: This phase would begin as soon as main roads had been cleared, and transportation and communication had been re-established, at least on an emergency scale, so that information could be transmitted to a control room. In the case of moderate physical disaster, the emergency control phase would start immediately, and might last a week or more.

3. Recovery stage: The final phase would be reached when most persons were out of immediate danger of injury, and there was time to start more thorough decontamination operations where necessary.

In the emergency control phase, an important factor in the operation of radiological defense would be rapid gathering of data on contamination. The radiations that may be encountered are gamma rays and beta particles (electrons) from fission products, neutron-induced activity or other radioactive material, and alpha particles (nuclei of helium) from plutonium or uranium.

Of these, the gamma radiation can be measured most readily. This is perhaps the greatest immediate hazard because of its considerable penetrating power. Beta particles as such are not a serious menace unless the source enters the system or remains on the skin for some time.

Monitoring of suspected contaminated areas for gamma radiation should be carried out at the earliest possible moment. Initially, this might even be done by means of low-flying aircraft. From the gamma radiation dosage measured at a known height above the ground it would be possible to obtain an approximate indication of the area and intensity of the contamination.

However, ground monitoring for gamma radiation, with portable instruments, would be necessary at the first opportunity. The monitoring for beta radiation would, in general, be an auxiliary measurement, made in the later stages after the immediate emergency had passed.

The question of the amount of exposure to the residual nuclear radiation that would be permissible for control and rescue personnel would depend a great deal on circumstances and the risks that inevitably would have to be taken. In the initial disorganization phase, when the radioactivity was also most intense, it would be important for emergency personnel to avoid overexposure to radiation except where it was necessary to carry out missions of the greatest importance.

It may be noted in this connection, however, that because of the rapid initial decay of the fission products, a person who is exposed to the radiation from this mixture for the first hour after an explosion would not suffer any further appreciable injury by staying for sev-

eral hours more. A situation of this kind might arise because of the immediate fall-out from an underground or an underwater burst.

During the emergency control phase the radiological defense system should be fully operable. Every effort should be made to minimize the dose of gamma activity received by the general population.

Personnel entering a contaminated area, whether to perform monitoring or other emergency work, should wear protective clothing of some kind. Actually ordinary clothing is adequate protection against alpha and beta radiation, but since it is likely to become contaminated it would have to be destroyed.

Soon after an atomic explosion there is likely to be a large amount of dust in the air, especially in the regions of appreciable damage.

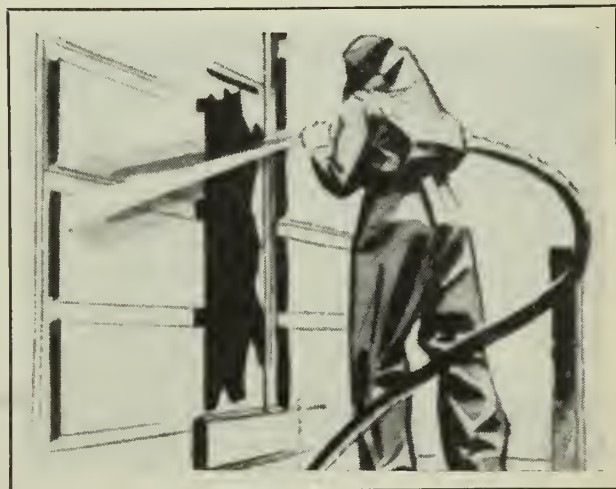
Consequently, all members of emergency teams entering a contaminated area should wear respirators. Masks covering the nose and mouth, of the type developed as a protection against chemical warfare agents, have been found to be satisfactory in preventing inhalation of dust particles. Where the amount of dust is very large, it might be necessary to use a respirator hood to give complete protection of the head.

In planning defenses against the atomic bomb, it is essential to remember that in addition to its multiple physical effects, it is also a weapon calculated to arouse terror in a population. One of the essential defenses against it, along with those outlined, must therefore be psychological preparedness.

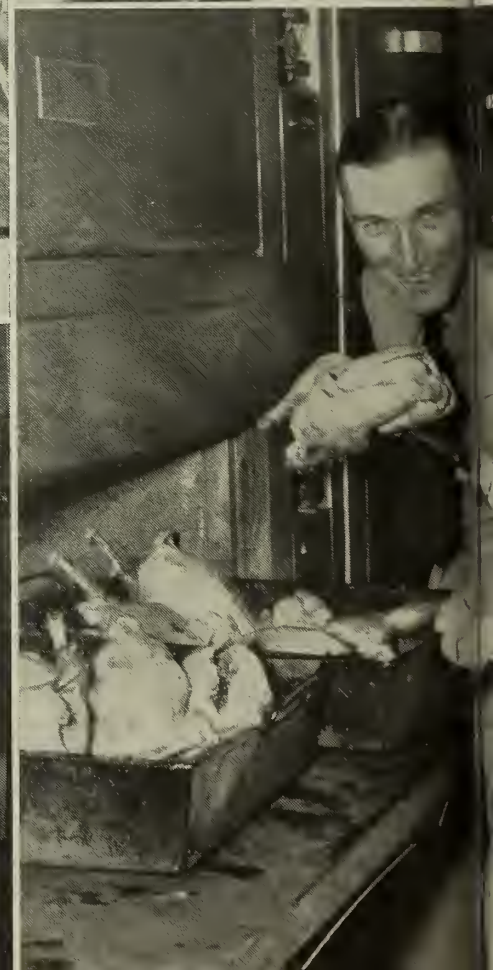
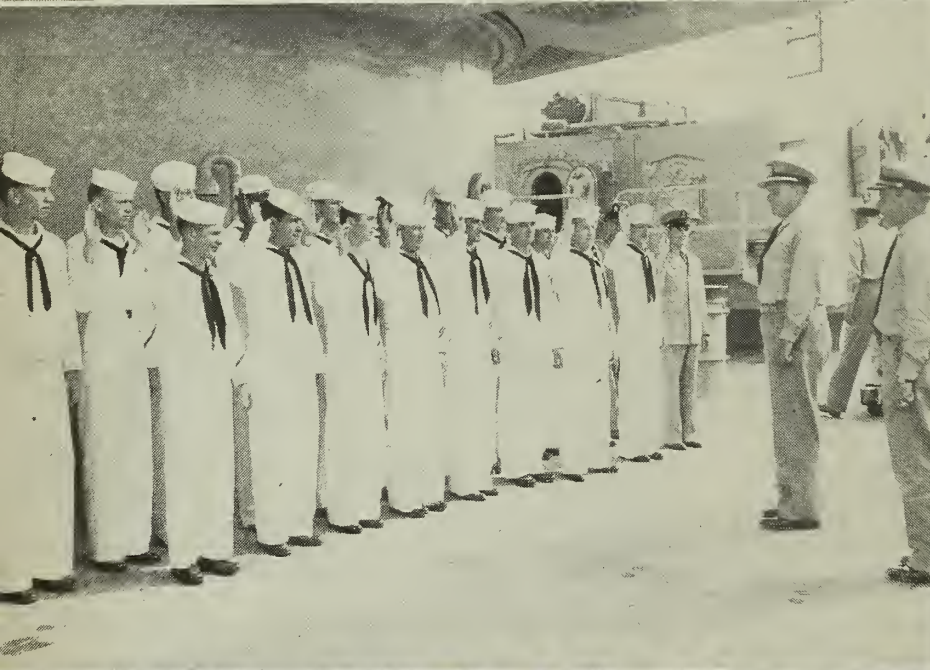
Without minimizing the seriousness of a possible atomic attack, intelligent planning based on the known facts could make it much less serious, while a state of mind accepting as true the notion that "there can be no defense against the atomic bomb" will most certainly make its effects much more serious than they otherwise would be.

Had the people in Hiroshima and Nagasaki known and put into practice the defense measures outlined in the official handbook on how to prepare against atomic attack, there can be no question that their casualties would have been but a fraction of what they actually were.

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SANDBLASTING with detergents will be needed on wide scale to cleanse buildings of 'hot' dust, grime and spray.



TODAY'S NAVY



344 Ships Will Be Built or Converted as Navy Launches Construction, Modernization Program

A major shipbuilding and ship modernization program is being launched by the Navy. Some 344 ships are scheduled to be built or altered at a cost of approximately 282 million dollars.

New ships to be built include an experimental submarine (SST), and a 250-ton coastal submarine, plus these smaller craft: 11 165-foot minesweepers; 18 mine sweeping boats; 70 landing vehicles, tracked, armored; 43 landing vehicles, tracked, personnel; 20 open lighters and 10 covered lighters.

One *Essex*-type carrier, *uss Bennington* (CV 20), is scheduled to be altered to carry heavier, newer planes. Ten submarines will be converted to guppy-type undersea craft, and two submarines will be redesigned as radar picket subs.

Nineteen submarines will have snorkels installed, 102 destroyers will have their armament modernized, and 24 destroyers will be converted into radar picket ships.

Also scheduled for alteration are four destroyer escorts to radar pickets; four destroyer escorts to be converted for anti-submarine warfare, one landing ship, medium, to a cable layer; one fleet tanker to a replenishment ship; one cargo ship to a general store issue ship; and one store ship to a reefer ship.

Construction and alterations of these vessels will be accomplished by 13 naval and civilian shipyards within the U. S. and Hawaii.

Blood Donor Cooperation

High praise was given to the Navy by a New York official of the American Red Cross for the Navy's whole-hearted support of the blood donor program.

In a letter to the Chief of Naval Operations, the Red Cross spokesman said, "I want you to know how grateful we are for the public-spirited action taken by the Navy." The letter mentioned especially an instance when the battleship *uss Missouri* (BB 63) authorized the operation of a bloodmobile unit aboard ship during a visit to New York.

The Red Cross letter of thanks was forwarded to the Commandant, 3rd Naval District, by the Chief of Naval Operations.

← The Navy in Pictures

TRIPLETS born to James Talbert, CSI, and Mrs. Talbert were the first delivered at the Navy Dispensary, Argentina, Nwfd. (top right). Top left: At Parris Island women Marine recruits keep in shape during "boot" training. Center left: Shipping over for six are 20 EMs aboard the *USS Newport News* (CA 148). Bottom left: Happy Navyman with toothache is Herman Locke, BM2, USNR, shown getting sympathetic treatment from Boston Waves. Lower right: James Mauldin, MMC, watches his pretty wife Lois Mauldin, SK2, sample home cooking Navy style. She plans the meals at NAS Jax where both of them are stationed.

YESTERDAY'S NAVY



Historic iron-clad *Monitor* launched at Green Point, L. I., N. Y., 30 Jan 1862. Virgin Islands of the U. S. acquired 17 Jan 1917 from Denmark, and remained under supervisory control of the U. S. Navy Department until 1931.

JANUARY 1951

SUN	MON	TUE	WED	THU	FRI	SAT
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7	8	9	10	11	12	13
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28	29	30	31			



MINIATURE historic ships resume feud during celebration in Washington, D. C., as *Old Ironsides* and the British *Guerriere* exchange "mock" fire.

Waves Spend a Day at Sea

Five Wave officers went to sea on board *uss Nipmuc* (ATF 157).

During a day's cruising out of Narragansett Bay, the women officers were given an opportunity to see first-hand a ship's routine at sea.

While *Nipmuc* steamed out of the harbor and joined a formation of four destroyers screening two tankers, the Wave officers were given a turn at the wheel, and were taught how to plot the ship's position on a chart.

They watched the convoy take evasive action when "attacked" by three submarines. They tramped from the bridge to the firerooms to watch all of the various tasks necessary to the operation of the ship being performed.

Dinner was served on the way back to port. The Wave officers agreed that food aboard ship was excellent.

All five of the Wave ensigns were undergoing training at the Line School, Newport, R.I. The trip was arranged by Commander Fleet

Training Group, Narragansett Bay, in order to afford the women officers an opportunity to observe the operation of a ship under simulated wartime conditions. The women stated they felt the experience gained had given them a better understanding of the courses they were taking at the Line School, and of the high degree of technical and operational ability that seagoing personnel must possess.

New Navy Attack Bomber

Cruising off the Virginia Capes, *uss Coral Sea* (CVB 43) turned into the wind and picked up speed. On her decks sailors peered at a big bomber circling above, its tricycle landing gear down. Several minutes later the plane crossed *Coral Sea's* stern, its massive wings eclipsing two-thirds the width of the flight deck. Dropping on deck it rolled a distance then came to a sudden and screeching stop. The Navy's new AJ-1 attack bomber—largest carrier plane in the world—had made its first trial landing at sea.

There were more of them—an entire squadron—and in turn each lowered its huge bulk on the flattop.

Designed for high-speed attack missions from carriers, the AJ-1 weighs more than 17 tons, unloaded. Powered by a unique piston-jet arrangement, it has a top speed "in excess of 400 miles per hour."

Chief Put Fleet Reserve Time to Good Use, Received Medical Degree

Back on active duty once again, a Fleet Reservist who spent four years studying psychiatry under the GI Bill has his shipmates at Great Lakes, Ill., mighty puzzled.

The last the Navy saw of Chester C. Gallimore, QMC, usn, he was a temporary lieutenant of the line and a navigator *par excellence*.

But with the Korean fuss, Gallimore, now in his permanent rate of chief, turns up at Great Lakes as a doctor of mechanotherapy. He's an instructor in recruit training at Great Lakes. Six days before his recall he had taken the oath and degree at an Ohio college of psychiatrics.

Next step for the high-stepping chief is the Ohio state license examinations in December. After



TOOLS of his trades are held by C. C. Gallimore, formerly ace navigator, who hopes to be a medic.

that, he'll be fully qualified to practice mechanotherapy, which Webster's defines as the treatment of disease by mechanical means, especially by forced movements.

The chief has plans to get his temporary rank of lieutenant back: He has submitted a request to the Bureau of Medicine and Surgery to change his classification to temporary lieutenant in the Medical Service Corps, specializing in physiotherapy.

It's all quite a change for a man who rose to the command of various subchasers in the Atlantic and who became navigator in *uss Hamul* (AD 20) in the Pacific. Right now, however, he's putting boots through their paces as an instructor in recruit training.

Its towering, four-bladed propellers produce a high take-off thrust—enabling it to lift its heavy bulk from a flight deck—and provide excellent performance at high speeds and altitudes. The plane carries a crew of three in its pressurized cabin.

To ease the problem of handling and stowing the big plane on board carriers, the plane is equipped with an unusual “folding” arrangement. The outer wing panels fold inboard, and the vertical tail folds onto the right surface of the horizontal stabilizer.

Power for the AJ-1 is supplied by a reciprocating engine located under each wing and a single turbo-jet mounted in the after section of the fuselage. The two piston engines develop 2,300 horsepower each, and the turbo-jet produces an additional thrust in excess of 4,000 pounds.

The AJ-1s are assigned to Composite Squadron 5, based at the Naval Air Station, Norfolk, Va.

Seven Brigadier Generals

Seven Marine Corps colonels are now slated for advancement to brigadier general, with actual promotion to take place whenever vacancies occur.

Names of the seven in the order of their position on the recommended list, and their latest duty assignments, are as follows:

James P. Risely; Professor of Naval Science, Princeton University.

Gregon A. Williams; Chief of Staff, First Marine Division.

Frank H. Lamson-Scribner; Assistant Director, Marine Corps Aviation.

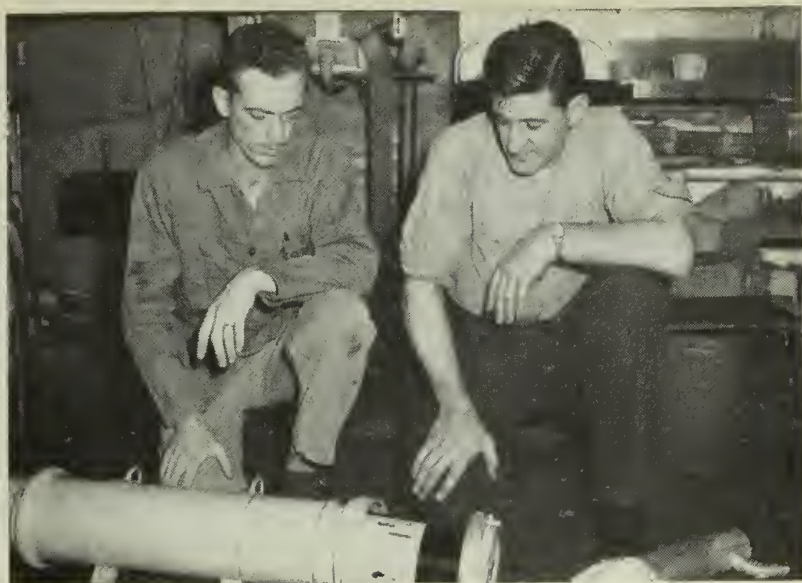
William J. Scheyer; Assistant Director, Marine Corps Personnel.

Albert D. Cooley; Director, Junior School, Marine Corps School Center, Quantico, Va.

Lewis B. Puller; CO, Marine Corps regiment, Korea.

Robert O. Bare; Chief of Staff, Quantico School Center.

Colonel Lewis B. Puller is one of the Marine Corps' most famous officers, and is one of the three in this group who were commissioned from the ranks. His rise to renown began in the early 1930s, when the U.S. Marines were fighting in Nicaragua. Colonel Puller twice won the Navy Cross there, and twice in World War II.



SAVVY shipmates Robert VanBeck TSgt, USMC, and Robert Barr, ME1, USN, designed film container to be dropped from Corsair bomb racks.

Film Bomb Scores Hit in Korean Action

Reconnaissance photos of the invasion were taken; the problem was to deliver them to the CO of Joint Task Force 7 aboard the flagship *uss Mount McKinley* (AGC 10) and to headquarters of the First Division Marines somewhere inland.

The problem was soon solved, when it was turned over to a Navy metalsmith and a Marine sergeant. In less than 45 minutes, the two had devised a film container which could be carried on a *Corsair's* bomb racks and dropped therefrom. The container was tight enough and sturdy enough for parachute dropping on land or sea.

Raw material for the droppable film container was a powder can for five-inch charges. In collaboration with Robert L. VanBeck (the Marine), Robert H. Barr (the

ME1) devised two metal straps to encircle the powder can. To the straps were welded a couple of loops of quarter-inch round stock to hook onto the plane's wing bomb racks.

That's all there was to it, actually, and the pair was able to turn out production models in even less time than they spent on the first experimental model. Packs of rolled 9-inch by 200-foot film strips fit in nicely.

People aboard the aircraft carrier *uss Valley Forge* (CV 45), where the two inventors are stationed, were highly complimentary about the device. Modestly passing the credit on to their organizations as a whole, the men said, “It helps prove that a Navy-Marine combination can lick any kind of problem.”

Dentists Get Drilled

A new group of dentists on duty at the Naval Training Center, Great Lakes, Ill., now know how to drill outdoors as well as in. Like their predecessors, they have completed a two-week military indoctrination course in which military drill is included.

Other subjects on which the 30 new Great Lakes dentists were drilled were fire fighting, naval history and

firearms. The instruction is designed as a review for dentists who have had some military experience and as a general course for newly commissioned officers. It is mandatory for all dental officers up to the rank of the lieutenant commander on duty at the training center. A similar course is conducted at NTC San Diego and such courses for dental officers are planned for Parris Island, S.C., and Newport, R.I.



SPECIMEN is checked to determine type prior to processing at the Navy laboratory.

Central Blood Processing Lab Ships to Far East

U.S. Naval Hospital, Oakland, Calif., is the site of a laboratory which is unique in all the U.S. armed forces and perhaps the only one of its kind anywhere—a central blood processing laboratory.

Working rapidly in its temporary home at Oakland, the laboratory prepares blood for air shipment to U.S. forces in the Far East. Within a few days after the lab opened, more than 1,200 pints of group "O" whole blood had been received for processing. It arrived from 34 Red Cross blood centers across the nation.

Only certain type "O" blood is processed by the laboratory. This type can be used without harm by anyone, regardless of his own blood type. Employment of this "universal" type results in a great saving of time and confusion in combat emergencies.

The staff at the laboratory consists of seven persons in addition to the woman lieutenant commander of the Medical Service Corps in charge. They are a chief hospital corpsman, an HM1, two HM2s, an Army sergeant and two administrative secretaries. Processing consists of testing for group, titer, Rh factor, clotting ability and freedom from disease, and of packing the blood for shipment.

Engine Governor with Brains

Scientists at the Navy's Engineering Experiment Station at Annapolis, Md., are putting the finishing touches on a new engine governor which will be almost able to think.

The electric governor for generator engines won't be able to think, of course, but it will be superhumanly quick in responding to a stimulus. If the engine's load skyrockets instantly from zero to 100 per cent, the governor will have its speed back where it belongs within one-half a second. Ordinary load speed will be kept within one-fourth of one per cent of absolute constancy.

While most engine governors depend upon mechanical means of operation, the electric governor for engine-powered generators is actuated by slight variations in current. This means of control brings the engine back most quickly to its preset speed. Engine-powered generators for which the governor is being designed are primarily emergency equipment for airports and military installations. The electrical frequency of these units must be controlled as closely as that of large central power plants. Thus, the need for exact speed control.

Movie on Marine Aviation

If Marine veterans of Guadalcanal now stationed at Camp Pendleton, Calif., suddenly become nostalgic about that former battleground, they can hardly be blamed.

By gazing down one of Pendleton's runways, they get the illusion of staring down the old runway of Henderson Field, the wartime airfield on Guadalcanal.

Moviemakers have built a jungle along the strip to make it into a replica of that famous South Pacific airfield. Many of the scenes of a forthcoming movie on the feats of Marine aviation during World War II, from Guadalcanal to Okinawa, will be filmed here. Air combat scenes will be staged by the Marine Corps' combat-trained pilots for the film, and planes used in the scenes will be furnished by the Navy and Marine Corps.

The moviemakers chose Camp Pendleton for the runway scenes because a runway there closely resembles the Guadalcanal strip. Other scenes for the picture will be shot at MCAS El Toro, Calif.



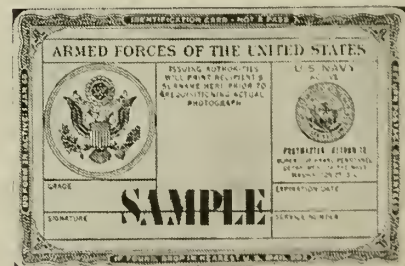
SANDBLASTING prepares sunken hull of gallant USS Arizona for a permanent memorial to the ship and crew.

Future DIs Go to School

"Teachers' institute" in the Marine Corps consists of a two-week course at the Marine Corps Recruit Depot at Parris Island, S. C. There, 59 drill instructors assembled as students in the course's first session.

The students ranged from PFC to sergeant. Some were experienced drill instructors, back for a refresher course, and some were just breaking into the game. Teaching them to be better teachers was a staff of three officers and five enlisted instructors. The training, it was hoped and believed, would make the 59 scholars into good—or better—instructors for Marine recruits.

Such subjects as "technique of instruction," "orientation and duties of a drill instructor," and "infantry weapons" are emphasized in the course. The drill instructor is con-



NEW ID CARD will be regulation for all armed forces personnel. Reserves will get a similar ID card.

sidered to be the key man in all Marine Corps recruit training. He is concerned with every aspect of the newcomer's life throughout the eight weeks of "boot camp" training.

All the instructor-trainees were slated for "DI" duty at the Parris Island recruit depot.

Academy Honors Its Heroes

Seventeen noted Naval Academy graduates, Congressional Medal of Honor men who gave their lives in World War II, are being honored by the Academy in 17 separate ceremonies.

The first of these events was conducted in honor of CDR Ernest E. Evans, USN, who distinguished himself in the Battle of Samar, 25 Oct 1944. Although seriously wounded, CDR Evans, then CO of the destroyer USS *Johnston* (DD 557), kept the ship in the thick of battle until all power was lost. During the latter stages of the three-hour action CDR Evans stationed himself on the ship's fantail. There, he shouted orders down through an open hatch to crewmen who were steering the partially disabled ship by hand.

Three plaques were dedicated in CDR Evans' honor. One bears the commander's Medal of Honor; one, his name and picture, and the other the words "The Evans Room." All three bronze plaques were placed outside the room in Bancroft Hall which CDR Evans occupied when he was a midshipman. The room will henceforth be known as The Evans Room.

Automatic Pilot for 'Copters

A successful automatic pilot—the device that keeps a plane automatically flying level—has been developed for use on helicopters.

Previously, no type of automatic pilot had proved successful for use on a helicopter because of the peculiar flight characteristics of rotor wing aircraft. Operation of helicopters at night or during "instrument" weather was not considered safe because of the difficulty of maintaining constant stability. The new automatic pilot makes possible normal instrument flight, and will decrease pilot fatigue during long trips. In the past it has been necessary for the pilot to keep his hands on the controls at all times while flying.



DISTINGUISHED naval career of Fred Harnig, QMC, nears end as the chief is piped 'over the side' in the traditional manner at Guantanamo Bay.

Career of 30 Years' Honorable Service Ends

Another distinguished naval career which has had its share of exciting moments ended when Fred Harnig, QMC, USN, went aboard USS *General H. F. Hodges* at Guantanamo Bay, Cuba, enroute to the Naval Receiving Station, Brooklyn, N. Y., to be separated from the naval service for the second time. This time it was after more than 30 years of honorable service.

After completion of his recruit training, Chief Harnig served aboard several ships of both the Atlantic and Pacific fleets.

The grounding of USS *S. P. Lee* and three other destroyers on the night of 8 Sept 1923 off Pt. Honda, Calif., is just about the most exciting thing that ever happened to Harnig.

Just a few months prior to the Japanese attack on Pearl Harbor

in 1941, Harnig received his orders to recruiting duty. Receipt of these orders terminated 15½ years of sea service.

In July 1943 he was promoted to the rank of Bosn (T) and 13 months later was hiked to CHBOSN (T). He served in that capacity until the latter part of 1946. In February of 1947 he went aboard the USS *AFDL-47* and later that same year was transferred to the U. S. Naval Station, Guantanamo Bay, Cuba, for duty where he remained until he ended his career.

On a Saturday Chief Harnig was invited by Captain W. K. Romoser, USN, Commanding Officer, Naval Station, Guantanamo Bay, to inspect the assembled personnel of the station. Afterwards he was piped "over the side" in traditional manner.

Two Lucky Survivors

Two mighty happy Gilbertese islanders stepped ashore at the Navy's base on Kwajalein and told a story of seven weeks adrift in Central Pacific waters. They were the only known survivors of a group of 12 natives.

In three canoes, the party had set out from Maiana in the Gilbert Islands, bound for nearby Tarawa in three canoes. A 41-year-old man, Timon, and a 16-year-old boy

Tutera, related how the canoes became separated the first night at sea. After traveling more than 450 miles at sea, they were cast ashore on Ailinglapalap in the Marshalls, the only survivors of the six in their large canoe. It had been provisioned with only enough food for a week, and four died of starvation. No reports were received of the fate of the two other canoes.

A Marshallese sailing vessel picked up the two natives and brought them to Kwajalein.



OLD RELIABLES of champion Norfolk Flyers back this season include (L to R) set shot artist Lloyd Wood, AD1; Ted Tomlin, AN, Frank "Ace" Blatcher, SN.

Navy Men Bag Elk

The antlers of four large elk are now decorating the homes of Navy personnel stationed at NOB, Kodiak, Alaska.

Four hunting enthusiasts from the Naval Operating Base went to Afognak Island, about 20 minutes flying time northwest of Kodiak, for the hunt.

This was the first year there has been a hunting season on elk in Alaska. As an experiment, a small herd of Roosevelt elk was transported from Washington State to Afognak by the U.S. Fish and Wildlife Service in 1928. Only 50 elk hunting licenses were issued this season, and it has not been determined whether or not it will be an annual event.

First elk legally killed at Afognak was shot just 30 minutes after the season opened by Lieutenant Commander L. J. Carr, USN. The largest elk was shot by J. W. Phelps, QMC, USN. Its antlers measured over 48 inches in length, had 10 points, with a 51-inch spread between tips. Chief Phelps shot the animal with a Winchester 348 at 200 yards.

Chief Phelps plans to have the elk trophy mounted and a rug made from the bear skin as ornaments for his living room. In addition to these trophies, Chief and Mrs. Phelps have obtained a set of Alaskan "totem poles" which stand on either side of their living room fireplace.

Phelps has been stationed at the Naval Communications Station, Kodiak, for 21 months and says that he and his wife have enjoyed every day of it. Both are enthusiastic hunters and fishermen, and they find Kodiak an ideal duty station. The chief is in no hurry to leave. "In fact," says Chief Phelps, "I spend so much of my off duty time on the rivers and lakes during fishing season that my wife threatens to make me pitch a tent on the bank of the river and live there."—W. D. Gardner, JO2, USN.

New Recreation Center on Guam

Sailors at the Naval Operating Base, Guam, M. I., are anticipating with pleasure the opening of their huge new recreation center.

Now under construction, the building will house an indoor gymnasium, large library, super snack bar, complete hobby shop, laundry, issue room, pool and billiard parlor, barber shop, shoe cobbler, small game room, and a centralized gear room complete with all types of sports equipment. The building will also house a modern shower and locker room.

Other recreation facilities planned at NOB Guam include a swimming pool, an indoor basketball and tennis arena, and a driving range for golfers.

A fast-paced sports program is maintained at the Naval Operating Base all year. This past season two Navy football teams competed in "Sweat Bowl" games, and 10 Navy touch football teams participated in the local football league. Over 40 NOB boxers are working out regularly for the weekly bouts that are the principal attraction of regularly scheduled smokers.

Bowling and intramural basketball are in full swing. Fifty-four teams are entered in NOB's new bowling league, and 30 basketball squads are battling for the base's hoop superiority. Altogether, some 1,000 personnel are engaged in one or more of these sports, and it is



FAST GAME of volleyball is played by these sailors from Kwajalein, making the most of recreation facilities on Burnett Island in the Marshalls.

estimated that approximately 1,000 more will be participating regularly when the swimming pool and driving range are completed, and the golf league is organized.

Currently, NOB boasts of some of the best recreation facilities on Guam. It has a large bowling alley (12 lanes), football field for night play, with a seating capacity of 4,000, and a battery of tennis courts for night matches.

Sailing Races Revived

For the first time since 1945 competition has been revived for the USS *Reina Mercedes* Knockabout Trophy.

A series of sailing races to select the trophy winner are being held on the Severn River, near the U.S. Naval Academy, Annapolis, Md. Individual trophies will be awarded to winners.

A "knockabout" is a sloop-rigged yacht of 21 feet waterline, designed for sailing in open water. It has no bowsprit.

Organized Sports for Waves

Plans are being made for conducting seven organized sports for Waves within the naval districts. These sports are basketball, softball, volley ball, bowling, golf, tennis, and swimming.

A BuPers letter to Commandants outlines the revised sports policy for Navy women personnel. It also states that other sports such as badminton, field hockey, table tennis and archery are encouraged where time and facilities permit.

Primary objective of the revised program, according to BuPers, will be to provide means of recreation for as many women personnel as possible with emphasis on intramural level competition, although varsity competition within district boundaries is encouraged. BuPers explains that while it is not the intention to minimize the importance of varsity level athletics, it is felt that a varsity program should be the outgrowth of a successful intramural program.

Secretary of the Navy certificates, Navy "Ns" or Marine Corps "Ms" will be awarded yearly to district women champions in each of the seven organized sports. These awards will go to the top teams as determined by tournament playoffs, eliminations, or league standings within the district.

SIDELINE STRATEGY

First Lieutenant Tom Theisen, USMCR, MCAS El Toro, Calif., had teed off for a solitary round of golf when another player showed up. "Hey, Mac," yelled Lieutenant Theisen, "If you want to get beat, join up."

The man, clad in sports clothes, said he would be glad to join Theisen, but he didn't think the lieutenant could beat him. At the fourth hole the scores were even, and Lieutenant Theisen appeared an even money bet to live up to his claim. It was there his genial companion turned and said, "By the way, I don't believe we've met. I am General Wallace."

The general won the match.

★ ★ ★

No one can blame any sailor-hunters who cast an envious glance in the direction of MCAS Cherry Point, N. C. With the wild goose calling and numerous other game stirring, Cherry Point announced it has 200 shotguns available for use by Marine hunters. Game available in the vicinity: bear, deer, Russian boar, rabbit, squirrel, quail, turkey, grouse, and pheasant.

★ ★ ★

It would have been interesting if MCS Quantico and MCRD San Diego could have clashed in a post-season football game. There can be little doubt in anybody's mind that the Marines again came up with the top two pigskin squads within the Navy—probably within the Armed Forces—and that these teams were Quantico and MCRD.

In their first five games the MCRD San Diego leathernecks scored 275 points to their opponents 14. Quantico got off to a shaky start, losing to potent Xavier University, but when their star-studded backfield began clicking they were an awe-

some sight. There wasn't a college coach in the country who wouldn't have traded backfields with the Virginia Marines, whose first string ball handlers were Second Lieutenant Eddie LeBaron (College of the Pacific), First Lieutenant Hosea Rodgers (North Carolina University and Los Angeles Dons), Second Lieutenant Bill Hawkins (Naval Academy) and Second Lieutenant Bob Farrell (Holy Cross).

MCRD rooters stoutly maintain their team would have polished off the perennial champs from across the nation had they been given the opportunity. Quantico fans just smile when the argument is brought up. It's the smile of a man sighting down the barrel of a loaded pistol from the right end.

★ ★ ★

First women ever to land a berth on NTC Great Lakes' rifle team is Rose Valarosi, SA, USN. The bullseye-smashing Wave was such a hit at local matches she was invited to become an alternate member of the elite NTC team that fires in some of the top midwestern matches.



Rose Valarosi, SA

Taught to shoot by four brothers addicted to hunting, Rose was the local Annie Oakley with small-bore rifles in her home town. She apparently is no less proficient with the heavier rifles used by the team, and is eagerly awaiting a chance to move into a regular spot. "I hope none of the regulars sprains a finger," says Rose, slyly.—Earl Smith, JOC, USN, ALL HANDS Sports Editor.



DEADLY fire from USS Worcester (CL 144) blasts North Korea (above). Right above: Purple Hearts awarded wounded by RADM B. J. Rodgers, Com 12.



GUN CREW pours it on (above) as Corsair gets potent rocket load (below) Right, below: Mines were cleared by fearless UDT men before vital landing.



WITH 135,000 enemy prisoners in the fold and another 200,000 troops written off as "other enemy losses," United Nations forces still were finding it tough going above the 38th parallel, encountering stiffening resistance and visible aid from Red China.

The picture was the same at sea, where enemy mines claimed three minesweepers sunk and two destroyers damaged. Besides the actual damage, mines enforced a threat of damage so severe that the U.N. landing at Wonsan was held up for six days while the world's most intensive minefield in history was cleared.

This consisted of 1,500 to 2,500 moored and influence mines, the latter a type which lies on the bottom and explodes under a ship with



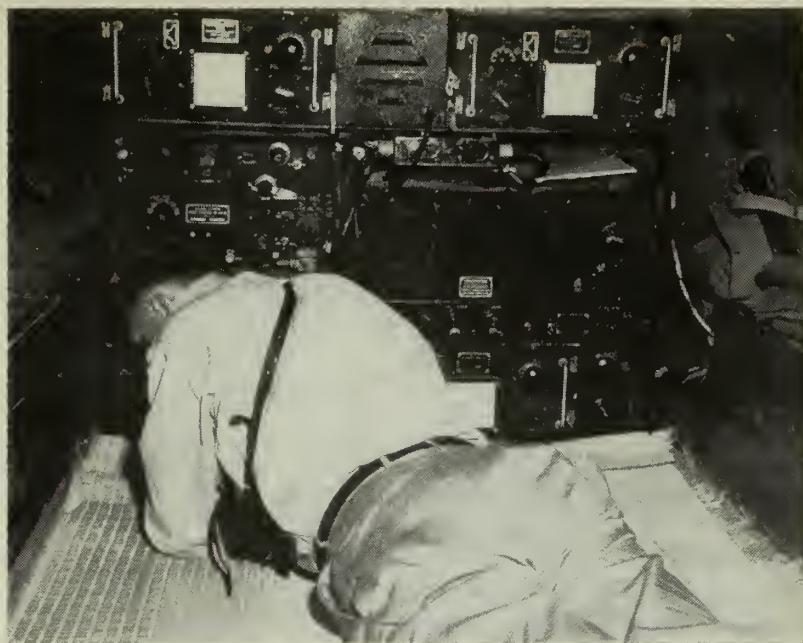
HEROES



a force two or three times that of the horned, moored mine. The sweeping operation involved UDT teams and aircraft as well as surface craft doing their share.

A minesweeper with a history is the first vessel of the unofficial "United Nations Navy." Launched and refloated at Wonsan on U.N. Day, MS-41, now unofficially named the *UNS Guinea Pig*, was a former Japanese vessel turned over to South Koreans after World War II.

When the North Korean attack began, her crew murdered her captain and delivered the vessel over to Communist forces. She might have helped lay the Wonsan minefield, but a rocket in her engine started a fire which caused her to be beached. She was recaptured and refloated by U.N. forces.



Shore Fire Control

Daring inland sortie by Navy members of shore fire control parties are making history in Korea with their sea-land coordination. One of these teams concealed themselves within an impudent hundred yards of a vital target, calmly relayed instructions to *uss Helena* (CA 75), then watched screaming shells from her 8-inch guns deliver a death blow.

A perfect barrage was talked in from a radio transmission truck by CDR Lester H. Hubbell, usn, (above) as *uss Helena* pounded away (below). Center: Only devastation remained.



THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

• **RETROACTIVE SAVED PAY**—A decision of the Comptroller General may result in retroactive "saved pay" for certain enlisted aviation personnel.

The ruling has been made that enlisted personnel receiving aviation pay (hazardous duty incentive pay) on 30 Sept 1949 because of temporary flight orders in effect on that date may continue to receive aviation pay as an item of saved pay for such period as entitlement to and credit of aviation pay remains uninterrupted. The fact that the temporary flight orders may have expired by limitation, or were revoked on or after 30 Sept 1949, will not prejudice their entitlement to saved aviation pay if their new temporary flight orders are effective from the day following the date of expiration or revocation of their previous temporary flight orders.

As a result of the Comptroller

General's decision, retroactive entitlement to saved pay of concerned enlisted personnel must be redetermined. The directive, ALNAV 95-50, (NDB, 15 Sept 1950), stated this information should be brought to the attention of all personnel concerned, and that anyone who considers his right to saved pay affected by this decision should request his disbursing officer to review his pay account to determine his entitlement to retroactive saved pay.

• **SURPLUS PROPERTY**—A new task of the Navy is to receive reports of surplus property which is being released by civilian government agencies and to see that the property is screened for possible military use.

This procedure is part of a new system of determining that all government property usable in any U. S. agency is retained. Navy, Army and

Air Force property found to be surplus in its original branch of the service is screened by both the other branches for possible use. If still found to be surplus, it is released to civilian agencies of the government for screening. The Navy has final responsibility for determining whether supplies and equipment are excess to the entire Department of Defense.

The new rescreening process already has resulted in the recovery of more than five and one-half million dollars' worth of property previously slated for disposal as surplus. It is expected to continue to bring about great savings.

• **EN SCHOOLS**—The schedule of classes at the Navy's two Naval Engineman Class A schools, located in San Diego, Calif., and Great Lakes, Ill., is being stepped up.

Starting 2 Jan 1951, classes at the two schools convene every second Monday. Previously classes at the schools convened every four weeks.

Billets for 13 recruits and five fleet personnel are available at each of the convening classes of the San Diego school. Each class of the Great Lakes school will have billets available for 15 recruits and seven fleet personnel.

Old-Time Airship Chief Retires After Outstanding 30-Year Career

Formal inspection at NAS Lakehurst, N. J., of the crew of Airship Squadron Two on a recent day climaxed the 30-year career of George William Moser, BMC, USN.

Entering the Navy in 1920 at Scranton, Pa., Chief Moser went to Great Lakes for recruit training and remained there to graduate from what was then known as the aviation mechanic school.

The following years found Chief Moser at NAS Pensacola, NAS Lakehurst and *uss Wright*. The latter was originally built as a kite-balloon tender but later used as a sea plane tender servicing F5Ls.

At Hampton Roads, Va., in 1922, he participated in an experiment using helium as compared to hydrogen in balloons. Results of these tests helped determine the Navy's selection in favor of the safer helium.

In 1925, he went aboard the rigid airship *uss Los Angeles* (ZR3). He served seven years on this airship and made chief boat-

swain's mate while on board. In 1933, he was ordered to another



FORMAL INSPECTION of crew of Airship Squadron Two climaxes 30-year career of George Moser, BMC.

rigid airship, *uss Macon* (ZR4), remaining with her for two years.

Chief Moser is just about the last of the rigid airship men to leave the Navy. During his 30-year tour of duty he has logged over 8,000 flying hours. The last entry in his log was made in 1942, and it can be assumed he has over 10,000 hours actual flying time.

A citation for meritorious service was awarded Chief Moser in 1946 for participation as crew chief in the flight of a blimp from Key West, Fla., to NAS Lakehurst. This particular blimp could not maintain level flight due to an unbalanced condition in the construction of the ship. After 1,250 miles of sweat and work, the airship made a successful landing.

Chief Moser has been with the squadron for many years. Quiet in speech, unassuming in manner and efficient in his duties, Chief Moser leaves behind an outstanding and enviable career.—W. E. Fitzgerald, AO2, USN.

• **MORE CRUISES**—Twice as many volunteer Naval Reservists as usual may be assigned annual training duty in a pay status during the remainder of fiscal 1951, due to authority granted naval district commandants by the Navy Department. Under the new quotas, approximately 20,000 naval officers and some 10,000 enlisted personnel may receive training.

The approximately 30,000 Reservists to receive annual training duty with pay will be apportioned among

many types of activities, with emphasis on duties afloat. Among these will be duties with reserve fleets, ship activation units and mobilization teams, in combat information centers, and in mine warfare, anti-submarine warfare and harbor defense.

• **NAVY TRAINS ARMY**—As of 10 Jan 1951, the U.S. Naval School of Music, Anacostia, D. C., becomes coeducational, so to speak. Its doors will be open to Army musicians, as well as to musicians of the Navy.

Approximately 150 Army trainees were slated for the first '51 class, due to begin studies on the first Tuesday in January. Army students are being selected by appropriate commanders on established quotas, from the zone of interior commands only. One year's previous service with a band of the Army, Navy, Marine Corps or Air Force is required for applicants, and they must be currently assigned with an organized service band.

The Navy will provide the necessary funds and training facilities for training Army bandmen at the Anacostia school. The Army will assign a selected group of personnel, both officer and enlisted, to the school to augment the staff.

• **MSTS SHIPS**—Consolidation of all sea transportation facilities of the armed services is now complete, with some 460 vessels being operated by the Military Sea Transportation Service at present.

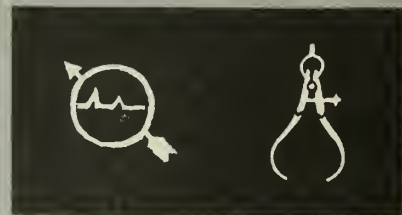
MSTS, under cognizance of the Navy, was established 1 Nov 1949 to provide ocean transportation for personnel and material of the armed forces. Since that time, a great many ships have been transferred to the new organization.

Of the total now under MSTS, approximately 230 are operated by MSTS proper, with the remainder being time chartered. A tag-end transfer of ships to MSTS occurred at the end of the Alaskan shipping season, when 10 small coastal type Army vessels and 11 harbor boats were transferred from the Army's Alaskan command.

At that time, MSTS had rolled up a record of over 3,000,000 measurement tons of cargo moved to the western Pacific area since the beginning of the Korean conflict. This was in addition to 195,000 passengers and more than 9,000,000 barrels of petroleum and oil products.

QUIZ AWEIGH

The little things you think you're sure of can trip you up when it comes to a showdown. For instance, how sure are you of the correct answers to this quiz?



1. The specialty mark at the left is worn by (a) telemen (b) radarmen (c) sonarmen.
2. Those who wear the specialty mark at the right are (a) opticalmen (b) instrumentmen (c) draftsmen.



3. The distinctive design of this flag identifies it as the (a) merchant flag of Argentina (b) national flag of Guatemala (c) United Nations flag.
4. The central design is white on a field of (a) green (b) light blue (c) yellow.



5. What is this picture?
6. If you have guessed correctly, you should know the type of vessel is (a) AV (b) CV (c) CA.



PROUD citizen on leave Ki Yih Sun, SD1, explains Buddhist religious rites to shopkeeper Frances Chan.

American Dream Is Reality For Navyman and Family

American citizenship and a home in the U.S. were the ultimate goal of a young man named Ki Yih Sun who joined the Navy in Canton, China, in 1932.

Ki Yih Sun was granted U.S. citizenship in August 1949, while serving aboard the repair ship *uss Ajax* (AR 6). Not long afterward, he realized his other ambition. After 18 years in the Navy, Ki Yih Sun, SD1, was assigned to shore duty at NAS North Island, San Diego, Calif. Now he can establish a relatively permanent home in America.

Steward Sun is married; has three sons, aged 16, 14 and 10. At last report, his wife and sons were waiting in Hong Kong for transportation to San Diego.

THE BULLETIN BOARD

Duty Assignments Defined For Personnel Entitled to Sea, Foreign Service Pay

Duty assignments that will entitle personnel to sea and foreign service pay have been defined.

Except for personnel receiving "saved pay,"—who are not affected by the new sea pay regulations—S&FSD pay will be paid to the following enlisted personnel:

- Those permanently assigned to a vessel (other than a vessel restricted to service in the inland waters of the U.S., or a non-self propelled vessel). Sea pay continues for personnel permanently assigned to a vessel and during any period of continuous temporary additional duty ashore of not more than 15 days. The definition of inland waters of the U.S. is contained in Coast Guard publications 169, 172, and 184.

- Those permanently assigned to a ship-based aviation unit. Personnel continue to receive sea pay during any period of (1) temporary additional duty ashore, or (2) while the unit is temporarily based ashore, provided these periods are of not

Study Material Recommended For Prep School Candidates

A list of study material recommended for men who may be assigned to the Naval School, Academy and College Preparatory, is given in BuPers Circ. Ltr. 159-50 (NDB, 15 Oct 1950).

The list includes both correspondence courses providing lesson grading service, and education manuals. Information on the availability of these courses may be secured from educational services officers.

more than 15 consecutive days.

"Temporarily based ashore" refers to a ship-based aviation unit that has been landed ashore with intent to return to a ship.

- Those permanently stationed ashore but who temporarily serve for a period of eight continuous days or more on board a vessel.

- Those serving on a vessel restricted to service in inland waters of the U.S., or a non-self-propelled vessel, when that vessel actually operates outside of inland waters

for a period of eight or more continuous days.

- Those permanently assigned to a commissioned landing craft tank squadron, or a commissioned motor torpedo boat squadron which is a tactical component of an operating fleet, and subject to movement as an integral unit of such fleet.

Other than the exceptions listed above, no enlisted personnel will be considered to be on sea duty for additional pay purposes while on duty at (1) a receiving ship or receiving station, (2) a vessel which is in an inactive status, (3) a shore based administrative or maintenance organization of any unit.

Until the question is settled as to whether or not they are entitled to sea duty pay, none will be credited to personnel while they are in the U.S. for leave or hospitalization.

Foreign duty pay accrues to enlisted personnel on duty beyond the continental limits of the U.S. or in Alaska as follows:

- From (and including) the date of departure from the continental limits of the U.S. enroute to join a vessel or to report for sea duty or other duty beyond the continental limits of the U.S. or in Alaska.

- While enroute between duty stations, afloat or ashore, beyond the continental limits of the U.S. or in Alaska.

- While enroute to the U.S. after detachment from sea duty or foreign duty, to and including the date of return to the continental limits of the U.S.

- While assigned to permanent duty in the continental United States, for periods spent outside the continental U.S. on temporary additional duty, or on operational aircraft flights, but only when such duty or flights are eight days or more in duration, including the dates of departure from and return to continental U.S.

Foreign duty pay will not be credited while personnel are in continental limits of the U.S. for temporary additional duty, hospitalization or leave.

This information is contained in Alnav 119-50, (NDB, 31 Oct 1950).

HOW DID IT START

Port and Starboard



In nautical language, port and starboard are terms used to indicate the left and right sides of a ship. To a person on board ship and facing forward toward the bow, the port side would be on his left, the starboard side to his right.

The word "port," believed to have come from the Portuguese "oporto" ("the port") appeared in British naval terminology as early as 1580.

At the same time, the term "starboard" was used to refer to the right side.

Because of growing confusion resulting from the similar sound of larboard and starboard, the term "port" eventually superseded "larboard," and in the 1840s "port" was officially adopted by the American Navy.

Third Interservice Photography Contest Opens; Rules Are Listed

Shutterbugs throughout the Navy, Marine Corps and Coast Guard should dust off their best cameras, and, as the saying goes, get hot. The third Interservice Photography Contest is now underway, with deadlines fast approaching.

Here are the rules:

- All personnel on active duty for more than 90 days are eligible.
- Photographs will be judged on originality, appeal of subject matter, technical excellence, and composition.
- No photograph may be withdrawn by any contestant during the contest.

- Photographs will not be returned until all commitments for publicity purposes have been met.

- Portraits must be accompanied by a statement signed by the subject or subjects, authorizing entry of the photograph in the contest and its reproduction and use in connection with contest publicity.

- No official military photographs may be submitted as entries.

- No liability or responsibility can be assumed by the Navy for loss or damage of any photograph submitted.

Photographs may be entered in any of three classes—Class one: salon photographs, Class two: color transparencies, and Class three: snapshot photographs (black and white only). Under Class one there are four categories. They are:

Service life—on duty and at leisure: Photographs documenting representative scenes from daily life in the service, compositional photographs of equipment and surroundings, and recreational scenes.

Landscapes and architecture: Photographs of scenery, land and seascapes, picturesque buildings, bridges, monuments and similar structures.

People and customs: Portraits, photographs depicting personalities, customs, beach scenes, fashion studies, and full length photographs of people.

General pictorial: Story-telling photographs, humorous shots, photographs of pets, animal scenes, compositional or abstract photographs, and miscellaneous subjects.

Classes two and three are single

categories, with no specified subdivisions. However, there are certain rules pertaining to each of the three classes. Here they are:

Class one. For purposes of this contest, salon photographs are defined as black-and-white or color-tone photographs which have been enlarged and mounted in accordance with the contest rules. Salon photographs must be submitted on 16-by-20-inch mats. It is preferred that the photographs themselves in this class be 11 by 14 inches in size. However, those eight by 10 inches in size will be accepted. The negative must accompany the entry in an envelope

attached to the back of the photo mounting. Photographs in this class must be taken and processed by the individual contestant.

Class two. Color transparencies must be submitted in standard two-by-two-inch cardboard ready-mounts, if they are of the 35-mm size. Other sizes of color transparencies up to and including four by five inches should be mounted on five-by-seven-inch mats with rectangular cutouts so that the transparencies may be viewed when lighted from the reverse side. All color transparencies should be protected to prevent scratching in transit, but

PO1s on Eligibility List

Advanced to Chief;

New CPO Exams are Planned

Petty officers first class, in the past held to limited opportunities of promotion in comparison with lower rates, can take encouragement from a new Bureau of Naval Personnel directive.

BuPers Circ. Ltr. 168-50 (NDB, 31 Oct 1950) makes two important announcements. One provides for advancement to chief petty officer, acting appointment, of 252 men on the eligibility list. The second announcement is that BuPers plans have been changed and Navy-wide examinations for advancement to chief petty officer, acting appointment, will be held sometime "during the latter part of fiscal 1951"—which means before 30 June 1951, the end of the 1951 fiscal year. A previous directive had stated these examinations would not be held until fiscal 1952.

The eligibility list was published in enclosure (B) to BuPers Circ. Ltr. 56-50 (NDB, 30 April 1950), which contained the names of 250 petty officers first class who had competed successfully in Navy-wide exams on 1 Dec 1949 but were not to be promoted unless authorized later. Two more names were added to the eligibility list by individual letters from BuPers to the commanding officers of the two men, a DK1 and a CM1.

The necessary authorization to promote these men on the eligibility list is in the new directive, which

provides for the promotion of all men on the list who are "in all respects qualified and eligible." The individual's commanding officer is directed to effect the advancement not earlier than 16 Dec 1950 nor later than 28 Feb 1951.

It was previously known that at least some advancements would be made from the eligibility list, particularly since no Navy-wide examinations were scheduled to be held in January 1951 when lower rates will be examined. But this is the first announcement of a blanket advancement of all men on the eligibility list who are still qualified.

In regard to the coming examinations for advancement to CPO acting appointment, the directive states that "for information and planning purposes," the examinations will be held "during the latter part of fiscal 1951." No specific date was set.



'Remember me? About 15 years ago I said I wanted a boat I could be captain of...'

glass or metal mounts are not desired.

Color transparencies must be taken by the individual contestant, but they may be processed commercially. Tinted black-and-white prints and color prints are not eligible in this contest.

Class three. Snapshot photographs must be taken by the individual contestant, but may be processed commercially. Negatives must accompany the entry in an envelope attached to the back of the photograph. Snapshots need not be mounted.

Each photograph in any category must be accompanied by an envelope—attached to the photo mounting, if there is one—containing a good deal of information. Information required is as follows: name, rate, serial number, military address and permanent home address of the contestant; his home town paper's title and address; date, title of photograph, category, type of camera, size, type of film and exposure and aperture used, type of paper, developer; and special treatments used, such as toners, papers and negatives. There should be an informative paragraph giving any existing facts of interest about the subject and the conditions under which the photograph was taken and processed.

All naval activities are divided into eight groups for purposes of the contest. The groups and the areas which comprise them are listed below, along with the commands which will select finalists from the various groups:

Atlantic Fleet Group—Fleet and shore-based units of the Atlantic Fleet, including Atlantic Fleet units operating under CincNELM; ComServLant.

Middle Atlantic Group—Activities within the 5th, 10th and 15th Naval Districts and the Potomac River and Severn River Naval Commands; ComPRNC.

Northeastern Group—Activities within the 1st, 3rd and 4th Naval Districts; Com3.

South Central Group—Activities within the 6th, 8th and 9th Naval Districts; Com8.

West Coast Group—Activities within the 11th, 12th, 13th and 17th Naval Districts; Com11.

Pacific Fleet Group—All Pacific Fleet units on the U.S. west coast; Com13.

Hawaiian Group—Activities ashore and afloat in the Hawaiian area; ComServPac.

Far East Group—Activities ashore and afloat west of the Hawaiian Islands; ComServPac.

Naval air training activities, re-

serve fleets and all other activities will compete in their respective naval district eliminations. Fleet air wings are considered to be Fleet units. Fleet Marine Force units will be considered as shore based activities and will participate in the naval district eliminations, unless otherwise authorized by the Commandant of the Marine Corps. NROTC units are not eligible to compete.

Each of the eight "group headquarters" will select up to 50 photographs in each category from activities within its group. That is, up to 50 in Class two and Class three, and up to that many in each category of Class one will be selected in each group for the finals. These will be forwarded to the Chief of Naval Personnel (Pers-G115) in time to arrive by 1 June 1951. Photographs deemed unsuitable for publication or public exhibition will not be considered for final competition.

In addition to any prizes which may be awarded at preliminary levels, the following prizes will be awarded at the interservice level:

A first, second and third prize and two honorable mentions in each of the four categories of the salon photographs.

A first, second and third prize and two honorable mentions in Class two, color transparencies; and in Class three, the snapshot class.

One grand prize will be awarded for the salon photograph judged "best of the show."

The perpetual Interservice Photography Contest Trophy will be awarded to the service earning the largest number of points in all classes and categories combined. One point is awarded for a fifth-place award, going up to five points for a first-place award.

If the military address of any contestant is changed after he enters the contest, it is suggested that the Chief of Naval Personnel (Pers-G115) be notified. Each contestant must certify, witnessed by his recreation or welfare officer, that the photograph submitted was taken by himself.

This contest may be the kick-off point on somebody's road to fame or fortune. Start thinking and acting on it, and meanwhile watch for a BuPers circular letter which is coming out on the subject.

WAY BACK WHEN

Oldtime Gunners



Looking back on the days when naval armament consisted chiefly of brass or cast iron cannons, one cannot help but marvel at the degree of marksmanship attained by the oldtime gunners—particularly when the awkwardness of the "fire control" of the times is considered.

Guns were classified as "pounders" in

accordance with the weight of shot they could throw. For example, a 24-pounder was capable of hurling a solid iron ball weighing 24 pounds.

A typical 24-pounder was mounted on a wheeled platform or carriage, and had a barrel nine feet long. The gun itself weighed well over two tons, while the carriage weighed close to a half ton.

Maximum train angle on most guns was 30 degrees (15 degrees to right or left) and was controlled by paying out or hauling in on side tackles (pronounced *taykles*) which were attached to the gun carriage and the side of the ship.

The 24-pounder threw round shot (cannon balls), sometimes fired to a red heat ("hot shot") in the galley stove; also chain shot, bar shot, and grape. The "grapes" were especially murderous. A whole bagful of miniature cannon balls would be rammed into the 24-pounder.

17 Areas Report Critical Shortage of Housing for Naval Personnel

Housing for naval personnel is critically short in at least 17 areas, according to information received by BuPers and briefed here for interested Navy men.

Personnel being transferred to these areas should not send their dependents there without making previous arrangements for their housing.

Shortages may also exist in other cities because of the current increase of personnel in the armed forces. As additional information becomes available, ALL HANDS will publish the full details.

Here's the latest on the 17 areas where known shortages exist:

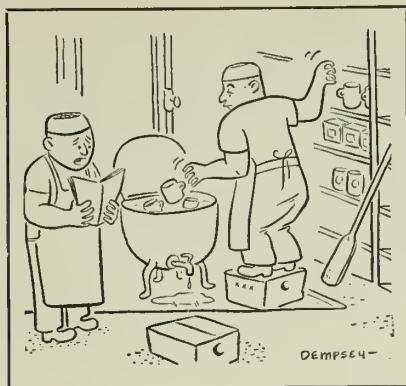
- **New York City**—No emergency naval housing is available and there are long waiting lists for all Navy and government-controlled housing. "Personnel ordered into this area," reports an official communication from the 3rd Naval District, "are advised that unless they are prepared to pay a minimum rental of approximately \$80 per month for three rooms and are willing to travel a commuting distance taking two hours a day, immediate housing is not available."

Hotel rooms, although not short at the present time, may be reserved in advance through the 3rd Naval District Hotel Reservation Bureau, Room 1413, 90 Church St., New York City, N.Y.

A waiting period of three to eight months exists for the Wallabout Naval Housing Project, which offers three, four or five-room units to Regular Navy married enlisted men and their families reporting to the 3rd Naval District on a normal tour of shore duty. Applications should be made immediately upon reporting at the Office of the Assistant Chief of Staff for Personnel (Wallabout Housing), Room 1416H, 90 Church St., New York City.

Applications for rooms or apartments in civilian housing units can be made with the U.S. Naval Housing (attention Mrs. R. P. Baxter), Naval Shipyard, Building 312, Brooklyn, N.Y.

The Traveler's Aid Society, 144 East 44th St., New York City, handles emergency applications for rooms, light housekeeping room and small



'Then add four cups . . .'

efficiency apartments. A personal interview is required.

- **Norfolk**—The Benmoreell Housing Reservation, a low-cost Navy-owned project, at the time of the report from this area had a waiting list of 1,731 for two-bedroom units and 585 for one-bedroom units, making a total of 2,316 applications.

"Approximately 50 per cent of the personnel on the waiting list for one-bedroom units," notes the report, "are in pay grades 3 and 4, and they have an insufficient number of years of service to draw rental allowance under the Career Compensation Act of 1949.

"Because of this situation it is becoming increasingly difficult to grant priorities to personnel at the time they arrive for duty in the Norfolk area. Under the regular rotation program, personnel must wait 11 months for a one-bedroom unit in Benmoreell and 19 months for a two-bedroom unit."

For Federal Housing Office projects in Norfolk, there is a waiting list of seven to eight months. No priorities for hardships are granted unless there is a court notice of eviction. Waiting lists for the government controlled projects have increased to a point where now the number of names is 75 per cent greater than the peak of World War II, the report states.

So unless naval personnel are prepared to pay \$85 per month or more for rent, the report reads, they are strongly advised against bringing their families into the area without making prior housing arrangements.

- **San Francisco**—The report from

this city makes a special effort to advise personnel coming to the Pacific area not to bring their families or have them come to San Francisco unless private arrangements for housing have been made in advance. "The present housing shortage for naval personnel," states the information, "is critical and of increasing seriousness."

There is, however, no shortage of hotel accommodations.

- **New Orleans**—"The housing situation in New Orleans is still somewhat critical and civilian housing is quite expensive," says a letter from the headquarters of the 8th Naval District.

"Enlisted personnel with children will have a varying period of delay, from one to four weeks, depending on their needs, before assignment in the Bienville Homes, a low rent naval housing project. These apartments are unfurnished except for stove and refrigerator. Officers and enlisted personnel without children are not assigned quarters in Bienville Homes at present. Civilian furnished hous-

Special Book Reviews Medal of Honor Men

A new book, entitled *Medal of Honor, The Navy*, will soon be ready for distribution.

Prepared by the Bureau of Naval Personnel by direction of the President, this book gives briefly the story of the Navy's growth and traditions. Included is a short resume of the wars and campaigns which served as a basis for the Medals of Honor awarded by the Navy since 1861. There is a citation for each man, describing his valiant deeds, and accompanying photographs for World War I and World War II.

The distribution list consists of Medal of Honor recipients or their surviving next of kin, the President and his Cabinet members, certain Congressmen, Defense officials, libraries and patriotic organizations.

The book is priced at \$4.00 when purchased from the Government Printing Office, Washington, D. C.

ing is available at rates of \$50 and up for one-bedroom apartments, \$90 and up for two-bedroom houses. Unfurnished civilian housing is very scarce."

Hotel accommodations are "practically impossible, except by very early reservation and then are limited to a maximum of five days. Auto courts are available at five dollars and up per day."

• *San Diego*—"The housing situation for service personnel in San Diego," states the correspondence from 11th Naval District, "continues to be critical and the need for adequate housing of service personnel is not being satisfied."

"In order that undue hardships may not result, it is requested that service personnel be cautioned against bringing dependents into the San Diego area in expectation that government or private housing can be provided, unless they have made arrangements in advance for housing."

The report states that rental rates in private housing are now "excessive" because of the rent decontrol which became effective 1 September 1950, migration of defense workers, and "other circumstances connected with the present international situation."

• *Quonset Point, R.I.* — Corres-



'Parted or straight back?'

pondence from this naval air station states that the housing situation there is "still critical." Personnel ordered to this area are advised to make definite housing arrangements prior to transporting their families here. All Navy and government controlled housing projects have long waiting lists. Prices of local civilian rentals for a two-bedroom house or apartment range from \$90 to \$125 a month without utilities."

Correspondence from the 13th Naval District indicates housing shortages in the following areas:

• *Bremerton, Wash.* — There are long waiting lists for all Navy and other government-controlled housing, and private housing is virtually unobtainable. Naval personnel ordered

to the Bremerton area are advised not to transport dependents to the Bremerton area unless they have made arrangements in advance for housing. This applies to hotel accommodations and other temporary housing as well as permanent-type housing.

• *NAS Whidbey Island, Wash.* — At present there is a long waiting list for housing for both officer and enlisted personnel. The only housing available is a very limited number of dwellings owned by private citizens and a limited number of government rental housing units. The nearest metropolitan areas of any size are Anacortes, Wash., 20 miles distant, and Mount Vernon, Wash., about 26 miles away. Adequate housing should be obtained before service personnel send their dependents here.

• *Astoria, Ore.* — Long waiting lists exist for public quarters and rental housing at the naval station. The nearest metropolitan district is Astoria, Ore., five miles away, which has a limited number of dwellings available for rental by private citizens. At the present time, many of the naval personnel stationed in this area are living at Seaside, Ore., 21 miles distant from the station, in a summer resort where the rental rates will become prohibitive when the tourist season starts. Personnel ordered to NAS Astoria, Ore., or the Columbia River Group, Pacific Reserve Fleet, are advised against transporting their families into the area without making definite housing arrangements in advance.

The following information was received from the 9th Naval District:

• *Great Lakes, Ill.* — The housing situation is now critical, with long waiting lists for all Navy and other government controlled housing. Naval personnel should be strongly advised against transporting their families to the area without making previous housing arrangements, unless they are prepared to pay in excess of \$75 per month for rent. Civilian rentals are available in very limited number in small communities 10 to 20 miles from the Naval Training Center. Motel and trailer camp accommodations are very limited in number.

• *Forest Park, Ill.* — "Military personnel assigned to the activity, civil-

Recruit Never Attended School a Day in His Life

With all due respects for formal education, there is still much to be said for the college of hard knocks. One Marine recruit wrote on his application blank "High school education: none. Grammar school education: none." Yet he wrote his entrance tests with high scores—twice above passing.

Although he has never gone to school a day in his life, Tom Puckett, 19, the new Marine, has been doing some studying since last Fourth of July. And he intends to do some more studying, especially of courses offered free to all Marines by the Marine Corps Institute.

This unusual story goes back to a boyhood when Puckett lost first his father and then his mother. The youngster had to work for a living and there was no time for "school-

housing." Later, he got the wanderlust, and spent a good deal of time seeing America's great southwest.

On 4 July 1950, Puckett found a sister of his whom he hadn't seen since childhood. She took him into her home and handed him a stack of school books. On the same day, Puckett found a new girl friend and a new job—all in the Illinois city where his sister lives.

But a few months later, after a round-table discussion, Puckett decided to join the Marines. He obtained a mark of 67 in his entrance test, while 31 is passing. His GCT, too, was well above average.

While at the Marine Corps Recruit Depot, Parris Island, S.C., Puckett expressed a hope of entering the Motor Transport Section and moving ahead in automotive mechanical work.

ian personnel transferred from other stations, and married civilian personnel who must reside in the general area of the Naval Ordnance Plant for reasons of economy are compelled to pay exorbitant rentals if they are successful in locating apartments, houses or housekeeping rooms," the report states. "Realtors who handle rentals in the Forest Park, Maywood, Berwyn, Cicero and Oak Park communities, all near the plant, mutually term the conditions with respect to availability of rental housing as 'poor' with no foreseeable prospects of relief. There is no public housing in the area and there is none proposed at this time."

• *Crane, Ind.*—Limited governmental rental housing is available in Crane Village for military personnel assigned or attached to the Naval Ammunition Depot and not eligible for existing quarters. Arrangements for this housing should be made in advance through the commanding officer, Naval Ammunition Depot, Crane, Ind. There is no other rental housing, public or private, available in the immediate area, and housing conditions in communities 20 to 35 miles away are critical.

• *Indianapolis, Ind.*—"The housing situation is not good and rental housing is not within the means of the average Navyman or civilian. Reopening of Army installations in the area is making the situation worse," states the report.

• *Omaha, Nebr.*—"There is an acute shortage of housing of any description," information from Omaha points out. "Rental property is particularly scarce, and rents are exorbitant. Any person with dependents ordered to this area for duty and for whom public quarters on this Reserve Center are not available will have extreme difficulty in locating a place to live, suitable or otherwise."

• *Hastings, Nebr.*—New civilian employees reporting in to the naval ammunition depot will probably reduce available housing to zero by early 1951, but the local command believes housing can be arranged for the relatively small increase in naval personnel as now planned.

• *NAS Olathe, Kans.*—Housing conditions are regarded as "poor" and immediate housing is not available. There are housing possibilities

in smaller towns 20 to 30 miles away. The U.S. Housing Agency at Sunflower, Kans., 20 miles away, reports "numerous units available for small families." But, the report says, this situation could change at any time due to the expected reopening of the Sunflower Ordnance Plant.

"Housing in the Kansas City area," the report continues, "is regarded as critical, unless personnel are prepared to pay \$90 to \$100 per month for rent. Desirable housing for less is extremely hard to find."

• *NAS Grosse Ile, Mich.*—This station has three barracks converted into 120 apartments, which are privately controlled housing for enlisted personnel. There are no vacancies in these housing units and at the present time, there is a waiting list. Area adjacent to this station has little housing available for enlisted men due to high rentals, and only limited space for officers.

"In areas up to 35 miles from this activity," the information states, "including the Detroit area, there are apartments, rooms and houses available."

• *St. Louis, Mo.*—No Navy or Government-controlled housing is



available, and there is an acute shortage of private rental units. Rents for furnished apartments are from \$100 to \$150 per month.

• *Denver, Colo.*—Homes to rent are hard to find and those available usually rent from \$125 per month and up. Small unfurnished apartments, when one can be found, may be rented from \$75 and up per month. Numerous motels offer two rooms with bath and kitchen at \$100 per month during the winter and during the summer at \$50 per week and up. Hotel rooms are scarce and remote from the station.

CLUSA and Overseas Rotation Of Enlisted Women Outlined

The Navy's policy for duty rotation of enlisted women is outlined by a new BuPers directive as follows:

- Enlisted women normally will serve three years in the same geographic area in the continental U.S. before reassignment within CLUSA.

- The normal tour of duty outside CLUSA for enlisted women will be the same as for enlisted men. The length of a tour is dependent upon the geographical location of the duty station as outlined in BuPers Circ. Ltr. 74-50 (NDB, 31 May 1950).

The directive which gives this information is BuPers Circ. Ltr. 170-50 (NDB, 31 Oct 1950).

An overseas-duty eligibility list for enlisted women is maintained by BuPers. Enlisted women may submit individual requests for overseas assignment to the Chief of Naval Personnel (Pers-B211f) via the CO. These requests must include the following information:

- Name, service number, rate and Navy job classification.

- Date of expiration of enlistment. A statement of intention to agree to extend enlistment if less than two years' obligated service remains at time of actual transfer overseas should be included.

- Total continuous duty in the geographical area to which presently assigned, computed to end of month.

- Overseas location preference.
- Statement concerning previous tour or tours of duty outside the U.S. continental limits.

Overseas areas to which enlisted women are assigned at present are England and Hawaii. Enlisted women will be expected to serve the following minimum tours of duty within CLUSA before becoming eligible for assignment to overseas duty:

Pay grades 4 and above—three years.

Pay grades 2 and 3—one year.

If requests are already on file in accordance with BuPers Circ. Ltr. 80-49, (NDB, Cumulative Edition 1949), they need not be resubmitted.

Statement on Recall of Naval Reserve Personnel to Active Duty

(Editor's note—To provide guidance and information for the benefit of Naval Reservists, planning officials of the Bureau of Naval Personnel have made the following statement on recall of Reservists to active duty, defining present and future considerations as closely as they are known at this time.)

To implement the rapid expansion of the Navy to meet the current international situation, it has been necessary to call to active duty relatively large numbers of trained Reserves, officer and enlisted, to supplement Regular personnel strength. At the same time, recruitment of Regular Navy enlisted personnel has been accelerated to the greatest possible extent.

It is regretted that the requirement for a rapid expansion has in the past necessitated the issuance of recall orders with a relatively short period of delay in reporting for active duty. Present policy requires that a Reservist called to active duty will be allowed at least 30 days between the time he is called and the date on which he must report for active duty.

It is further planned to institute at the earliest practicable date a program which will provide that Reservists selected for recall will receive a four months' notice of such recall. By such a method, all Reservists, not so selected, will be notified through press and radio releases that recall to active duty is at least four months remote unless a material change in military requirements otherwise dictates.

Probable deferments of some individuals, with the necessity for re-

Two New Navy Training Courses Now Available

The following new Navy training courses are now available:

Instrumentman First and Chief, NavPers 10194.

Lithographer First and Chief, NavPers 10451.

Radioman First and Chief, NavPers 10229.

placement by other individuals, will cause a certain number of exceptions to the complete success of such a program. It is felt that this program can be made effective for all Reserve personnel to be recalled after 1 July 1951. That date will be anticipated to the maximum possible extent, and while it may well apply to numerous individuals recalled during April, May, and June 1951, it cannot be guaranteed to apply to all individuals during this period.

In addition to the Reserve officer and enlisted personnel requirements for the expansion of the Navy during this fiscal year, it will be necessary for the Navy to continue the recall of Reserve personnel, officer and enlisted, for the foreseeable future in order to maintain its personnel strength. The numbers of Reserve officers recalled involuntarily in future years will depend on many factors, the major one being the number who choose to volunteer or to remain on active duty after recall.

It is expected that only a relatively small number of Reserve enlisted personnel will be involuntarily recalled to active duty after the completion of the initial expansion during the current fiscal year. It is also anticipated that in the main those Reserve enlisted personnel recalled in fiscal 1952 and in future years will be relatively untrained personnel without prior active service who will be sent through recruit training prior to assignment to regular billets.

By such means the mobilization potential of our Naval Reserve will be increased and the year by year manpower requirements of the Regular Navy will be met.

Both Organized and Volunteer Re-

serve personnel, officer and enlisted, are subject to involuntary recall, but the Navy effects recalls on a priority basis—Organized Reserve personnel first and Volunteer Reserve personnel second—to the extent necessary to meet the needs of the service.

In this connection, it is considered pertinent to call attention to the fact that enlisted quotas issued to date have, in the main, depleted the recall potential of the Organized Reserve in the ratings needed. It is also anticipated that by 1 Jan. 1951 it will be necessary to call some officers in the categories required from the Volunteer Reserve since the Organized Reserve potential for these categories will be largely depleted.

In calling Reserves to active duty, their qualifications to fill Navy billets on the basis of their records are the controlling factor. It may well be that an individual has other special qualifications as a civilian which might be considered more important to him in civilian employment, but for which the Navy has no need under the conditions prevailing on his recall. The Navy Department encourages all members of the Reserve to report new skills or specialties acquired while in inactive status and which can be converted to classifications or job codes for Navy record purposes. Such reports are important to insure to the maximum practicable extent that members of the Reserve called to active duty are given assignments which utilize their primary skills for which the Navy has need.

Present law which authorizes the involuntary recall of Reserve personnel specifies that the maximum period of involuntary duty is limited to 21 months. This does not preclude such personnel from volunteering for additional active duty. Reserve personnel released to inactive duty after completion of 21 months active duty will be replaced by newly procured Regular personnel and the remainder, as necessary, by other Reserve personnel who have had no postwar active duty.

The Secretary of Defense has established a policy with regard to delay in calling of Reserves who are filling key billets in essential industries or positions essential to com-



"A shipmate of yours, dear?"

munity welfare. In addition, the Navy Department considers elements of extreme personal hardship as justifying delay or deferment. In this connection the Navy Department is not knowingly ordering Naval Reserve personnel to active duty on an involuntary basis if they have four or more dependents. Such personnel who had previously been recalled are permitted to request release or discharge at the option of the individual. The procedures for requesting delay or deferment by an individual member of the Reserve or his employer have been well publicized. Prompt request, addressed to the Commandant of the Naval District or River Command through whom orders to active duty are issued, is necessary.

Since the need exists for personnel fully qualified for sea duty, the age of the individual will be a dominant factor in determining whether or not recall orders are issued.

The needs of the fleet for junior line officers will be met by supplementing Regular personnel by Reserve officers who have completed their college education since V-J Day and have had no active duty.

Recall of medical and dental officers will be in accordance with priorities recently enunciated by the Secretary of Defense.

The Navy Department does not contemplate the necessity of resorting to Selective Service to meet personnel requirements for enlisted personnel since USN recruitment augmented by untrained Naval Reserve personnel will be sufficient to meet anticipated needs for the foreseeable future.

The future recalls of Naval Reserve personnel discussed above is predicted in the extension of the Selective Service act of 1948 as amended by recent Congressional action.

Since members of the Naval Reserve who have been commissioned or enlisted since June 24, 1948, the date of enactment of the present Selective Service Act, are not thereby exempt from the draft, the Navy Department does not intend to commission or enlist in the Naval Reserve draft-eligible personnel unless their services can be immediately utilized on active duty.

The following statements contain

Navy Band Completes Swing Around West

The United States Navy Band has completed a month's tour of cities in the western U. S. The famous band held concerts in 36 cities of six states and at seven veterans' hospitals.

States visited by the band were Utah, Idaho, Washington, Oregon, Nevada, and California.

a more detailed summary of policies that have and will govern the recall of Reserve personnel, officer and enlisted:

Officer Program

The primary consideration governing the recall of officers has been the needs of the service. Because of that fact officers with certain qualifications must be called while officers of equal capabilities but with other qualifications will not be required. In general, the recall has been limited to general duty officers for service afloat in the grades of lieutenant commander and below. The following categories of officers have either not been recalled or the numbers recalled have been severely restricted:

- Captains of all categories.
- Commanders of all categories.
- Officers with special qualifications in law, public information, intelligence, communication security and hydrography.
- General line officer specialists such as athletic instructors, educators, postal officers and civil administrators.
- Warrant officers except those who have volunteered.
- Civil Engineer Corps officers for CBs.
- Officers overage in grade.

Aviation Reserve Officer Program

—More requests for voluntary active duty from Aviation Reserve officers have been received than can be utilized in the foreseeable future. Therefore until further notice no further applications for active duty are desired from Aviation Reserve officers. (As requested in BuPers dispatches 191930Z July, 081735Z July). Names of officers whose requests have already been received will be retained on file. It is anticipated that only a limited number of naval aviators will be required dur-

ing remainder of this fiscal year. Criteria for future recalls will normally be as follows:

- Were released from active duty in past eighteen months or
- Are currently assigned to Organized Aviation Reserve units and have been so assigned for a period of more than six months immediately preceding recall to active duty or
- Who possess special qualifications.

Requirements for aviation ground officer specialists have been substantially fulfilled for the immediate future.

As soon as the exact requirements for aviation officers can be determined each individual applicant will be advised as to his status relative to recall.

All Reserve officers involuntarily recalled in fiscal 1951 will be phased out in an orderly manner commencing in October 1951. This will mean that some officers will be released after 15 months of service while others will serve varying periods but not to exceed 21 months. Such releases would be phased evenly over the months, at the rate of approximately 1,500 per month, until December 1952 when the last of the original



A Social Glass

And now we're safely moored in the Buffalo Creek at last,
And under Brigg's elevator the Bigler is made fast.
And in some lager beer saloon we'll let the bottle pass,
For we're all happy shipmates and we like a social glass.

—Great Lakes Song.

involuntary recalls would return to inactive duty. Consistent with the needs of the service, the desires of the individual will be taken into consideration prior to the establishment of a phasing-out schedule.

It will be necessary to replace some of these Reserve officers by other Reserve officers also involuntarily called to active duty. Every effort will be made to reduce to an absolute minimum the numbers of Reserve officers so called involuntarily. It is not possible at this time to estimate accurately the numbers and categories that will be required.

Enlisted Personnel Program

By 1 Jan. 1951, the Navy will have

completed the major portion of USNR enlisted recalls. There will remain a further requirement for 31,000 Reservists to be recalled during the first six months of calendar year 1951, spread evenly over that period. This number will be comprised of approximately one-half petty officers and one-half non-rated personnel in pay grade E-3 or in pay grades E-1 and E-2 who have had at least six months' prior active duty experience.

The quota for the recall of personnel to report for active duty in January, February and March, 1951, has recently been issued. It is comprised of:

- CPOs in the ratings of instru-

mentman, teleman, communications technician, personnel man, storekeeper, ship's serviceman, journalist, draftsman, machinery repairman, I. C. electrician, pipe fitter, construction electrician's mate, driver, builder, steelworker and utilities man.

- Petty officers first, second and third class in the following ratings: quartermaster, torpedoman's mate, gunner's mate, instrumentman, teleman, communications technician, personnel man, storekeeper, disbursing clerk, commissaryman, ship's serviceman, journalist, draftsman, musician, machinist's mate, machinery repairman, boilerman, metal-smith, damage controlman, pattern-maker, molder, construction electrician's mate, driver mechanic, builder, steelworker, utilities man, hospital corpsman, dental technician.

- Non-rated personnel in the seaman, constructionman, airman, hospitalman, dentalman and stewardsman categories.

- Waves in the ratings of teleman, communications technician, personnel man, storekeeper, disbursing clerk and dental technician.

- A limited number of men in various ratings who are qualified in submarines.

- A group of general service ratings and airmen of the Organized Air Reserve.

The exact numbers in ratings to be included in the April-May-June 1951 recalls have not yet been determined. The general pattern of ratings will be similar to the first three categories listed above, with some additions and deletions to the listed ratings as may become necessary, but the basis will continue to be:

- Calls on chief petty officers limited to ratings in which acute shortages exist.

- Calls on other petty officers in the ratings wherein the need is greatest.

- Calls in the order of 7,000 non-rated personnel.

After 1 July 1951, recalls will be composed of:

- About 5,000 non-rated men per month.

- Negligible numbers of petty officers, and these only as necessary to meet severe shortages in certain rating groups that may develop.

The non-rated personnel will consist of relatively untrained men, a category which will not have been

WHAT'S IN A NAME

Navy Ranks and Titles

Currently the Navy has 11 officer ranks—ensign, lieutenant (junior grade), lieutenant, lieutenant commander, commander, captain, commodore, rear admiral, vice admiral, admiral and fleet admiral. However, at various times during its existence, the Navy has established and later discarded many other unusual ranks and titles for officers.

In December, 1775, the Continental Congress passed a resolution establishing relative ranks for both sea and land forces. The first commander-in-chief of the newborn Navy was given the rank of just that—"Commander In Chief Of The Continental Navy." This rank was bestowed on Esek Hopkins, a former brigadier general, in 1775. However, this long-winded title was a little unwieldy, and he was usually addressed as "admiral." (The Navy he commanded consisted of 13 frigates.) When Hopkins resigned the rank lapsed and was never again used.

In 1799 the rank of "master commandant" was established. In 1837 it was

changed to commander. The rank of "lieutenant commanding" was also established in 1799 and later changed to lieutenant commander.

In appreciation for certain services rendered (he aided Commodore Bainbridge in persuading Congress to keep U.S. warships at sea instead of in New York harbor during the early days of the War of 1812) Captain Charles Stewart was appointed "senior flag officer" (comparable to commodore). This rank lapsed when Stewart was promoted to rear admiral.

About 1836 a "professor of mathematics" rank was authorized for instructors of midshipmen at the Naval School, the Observatory, and on board men of war. The rank and corps were abolished in 1916.

A rank of "ensign (junior grade)" was established in 1883. It lasted for about 15 months. It was the title for midshipmen who had completed schooling and were serving their "internship" at sea.

During World War II the rank of fleet admiral was established on a temporary basis, the original intent being that it would expire six months after the end of the war. However, Congress on 23 Mar 1946 approved a bill authorizing the permanent appointment to fleet admiral of those officers who served in this grade after 14 Dec 1944 and before 14 Aug 1945. Four officers now hold this rank. They are: William D. Leahy, Ernest J. King, Chester W. Nimitz and William F. Halsey.

The highest rank ever bestowed on an officer of the U.S. Navy was that of "admiral of the Navy." On 2 Mar 1899 George Dewey was appointed to this "six star" rank. It expired upon his death.



recalled up until that time. The term "untrained" is used to designate men in pay grades E-1 and E-2 whose prior active service has been less than six months and who will have to go through the regular recruit training. Deferments will be granted to untrained men who are under age 19, or who have dependents, or who are enrolled in high school, or who are completing a school year in college or an equivalent institution.

Commencing in July 1951, it is planned to commence the release of enlisted Reservists who are serving involuntarily. The program will permit about 5,000 men to return to inactive status each month. The order of release of various categories will be dictated by the needs of the service. No personnel will be held involuntarily over 21 months, but those who are released short of that period will be in the ratings for which the need is least pressing. Personnel who desire to remain voluntarily on active duty will be permitted to do so to the extent of the Navy's needs for the particular rating. Those who originally volunteered for active duty will not be held beyond 21 months if they desire release.

All the policies above briefed are of course based upon the present circumstances which require a build-up of the fleet and its supporting establishment to a new, presumably stabilized, level but does not envisage full mobilization. Should the international situation become such as to require the declaration of a new emergency by the President or the Congress, mobilization procedure would, of course, be necessary and all members of the Reserve would be counted on to serve on active duty when and as required to man a wartime fleet and supporting shore establishment.



QUIZ AWEIGH ANSWERS

QUIZ AWEIGH is on page 43

1. (b) Radarmen.
2. (b) Instrumentmen.
3. (c) United Nations flag. Adopted by the General Assembly 7 Oct 1947.
4. (b) Light blue.
5. If you failed to guess correctly the first time, turn the picture on end to the left. It shows the side on an aircraft carrier. If your eyes are extra sharp, you can find side cleaners at work.
6. (b) CV.

NROTC Ensigns Eligible For Training Assignments

Ensigns commissioned in the U. S. Navy from NROTC Units, but who have not yet been selected for retention in the Regular Navy, are eligible for certain training assignments and changes in designation.

In a new directive, BuPers Circ. Ltr. 162-50 (NDB, 15 Oct 1950), BuPers has indicated available training courses and designations for which officers in this status are eligible. They are:

<i>Training or Change</i>	<i>Eligibility</i>
Flight Training	Yes*
Submarine Training	Yes
Postgraduate Instruction	No
Short Term Instruction (5 mos. or less)	Yes
Long Term Instruction	No
Change in Designation to ED, SD, AED	No
Change from Line to SC or CEC	No

* Ensigns of NROTC origin who apply for flight training should note the provisions of subparagraph 3(h) of BuPers Circ. Ltr. 209-47 (AS&SL, Cumulative Edition, 1948) which states that officers designated as naval aviators must agree to serve as such on active duty for a period of three years subsequent to completion of flight training.

NROTC officers who complete three years of service and are selected for retention in a Regular USN status will be eligible for all training and assignments open to their contemporaries. Applications for a change from Line to SC or CEC may be submitted during the third year of commissioned service, but action on such requests will be delayed.

No Applications Desired From Reserve Aviators; Line, Staff Still Open

Additional applications for active duty are not desired by the Navy at the present time from Naval Reserve aviation officers. More applications from both aviators and aviation ground officer specialists have been received than can be granted in the immediate future.

Applications which have already been received in BuPers will be filed for possible future use. Not many additional naval aviators will be required during the rest of fiscal year 1951, it is believed. Each volunteer will be informed by letter as to his recall status as soon as the Navy's aviation-officer needs can be determined.

The three top priorities for recall of naval aviators in the future will go to the following, in this order:

- Those who were released from active duty in the past 18 months.
- Those who are at present assigned to organized aviation Reserve units and have been so assigned for more than six months immediately preceding recall to active duty.
- Those who possess special qualifications.

When orders are issued, at least 30 days' delay is ordinarily allowed between physical examination and deadline for proceeding to the duty station. No personal plans should be made until official notification of the results of physical examination have been received.

Applications from General Line and Staff Corps officers of the Naval Reserve are still desired.



Here's How Selective Recall to Active Duty Works for Reserve Personnel

How does the selective recall system work? How does BuPers go about picking the officers to fill the gaps in Fleet manpower?

Briefly, the answers are to be found on a cream-colored punched card with a yellow edge along one side. This is your Qualification Card.

Each officer on active or inactive duty in the Navy or Naval Reserve has one or more of these tucked away in one or several filing cabinets in BuPers. Each of the cards bears several qualification code numbers which effectively describe an individual's experience, education and training.

Each Qualification Code is a six digit number which reflects experience in a job significant to the Navy. These code numbers—you may have as many as five of them—are awarded by expert analysts who take your total experience, weigh it, sift it and decide which types of experience will be of most value to the Navy.

These types of experience are then translated into the code numbers. Where do the analysts obtain the information concerning your background? Basically, from these three sources:

- Basic Qualifications Questionnaire (NavPers 309).
- Page 2 of each of your Fitness Reports (NavPers 310).
- Annual Qualification Questionnaire (NavPers 319) which, if you are a Reserve officer, you fill out each year, listing any changes in your experience and training.

The "Qual Code" cards, as they are called, are rechecked periodically against the latest information

you send in to keep them up to date.

To understand how these cards with the holes in them are used to select you or someone else to fill a necessary billet, take this example.

Sample Order: Get us 50 ensigns for communications officer billets aboard destroyers; 25 ensigns for communications officer duties aboard LSTs; and 25 lieutenants for communications officer billets aboard troop transports (APA or AP).

Taking this order, an analyst looks up the Qual Code for the first part of the order. "Officer, qualified as communications officer aboard destroyer types 165323. The analyst searches through the "Primary File" for all cards bearing this Qual Code number.

Incidentally, the Qual Code number reflects the duties in which an officer has already qualified, not those for which he has been recommended. A rule of thumb is that an officer must have filled the billet for which he is coded for at least six months.

The analyst finds 30 such cards in the Primary File. Not enough. He now moves to his "Supplementary File" where he again riffles the cards and chooses 40 more which bear 165323 as a "secondary" number. Having a secondary Qual Code number indicates that you have the qualifications to fill the job but there is another type you can do better.

Needing more cards for a good sample, the analyst now culls the Primary File once more, this time selecting cards whose Qual Code numbers are not quite 165323 but which are very close to that. A code number such as this indicates that, for example, an officer has been communications officer aboard an LCI but not aboard a destroyer. He finds 40 more.

The analyst now has a stack of cards as high as his telephone. He then checks for the following things: that the rank on the cards corresponds with the rank desired; that the officer's education is acceptable; that his special qualifications (language, foreign travel) do not outweigh his usefulness in the communications billet; and that he is in the preferred category of the Naval Reserve.

The Officer Detail Section keeps

the officer selection section constantly up to date on changes in requirements for the Naval Reserve. If only Organized Reservists in most categories are to be called, the selection people are told that. If they are to be allowed to dip into Volunteers in certain special categories, they are also told that.

After this screening, 80 cards now remain out of the original 110. The 80 are next checked individually against each officer's jacket to make certain that each card correctly describes that officer's qualifications and status.

Now down to 70, these names are placed on a sheet of paper in file number order and are sent to the officer order-writing section. If you're in the first 50 of these carefully screened names, you'll soon get

Man's Shipmates Prove Sailors Have Big Hearts

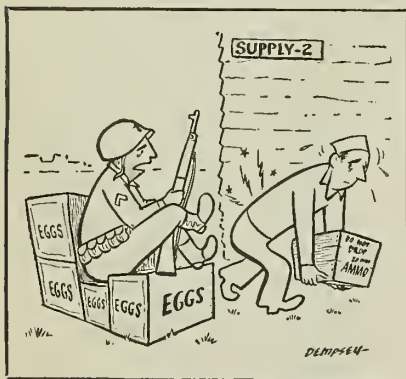
Shipmates on board *uss Valley Forge* (CV 45) responded with generosity when a fateful tragedy claimed the life of a Navy ordnanceman just 30 minutes before news arrived of the birth of his new son.

Attached to Carrier Air Group Five on board *Valley Forge* in Korean waters, the ordnanceman was on the hangar deck working with 20-mm. ammunition. A cartridge dropped onto the steel deck and exploded, killing the man.

Half an hour later, radiomen on the carrier received a telegram that the ordnanceman's wife had just given birth to a baby boy. Both mother and son, it reported, were doing fine.

In a short time, everyone on board had heard. Although engaged in keeping up the carrier's round-the-clock flights, personnel from every division and every squadron in the air group contributed to a fund that would lighten the blow just a little.

More than \$1,500 was collected and sent off to the wife. Half was a check for the mother, and the other half was a trust fund for the new boy.



"You guys always got it easy. Look at the responsibility I got."

orders to active duty as a communications officer on a destroyer.

The identical process is followed to find the 25 ensigns best suited to serve as communications officers on 25 LSTs and the 25 lieutenants best suited to serve on 25 transports. This process is what is meant by "selective recall."

One word of warning: don't write or call BuPers asking that your Qualification Code be changed as soon as you read this. It changes in normal fashion as your qualifications or status changes. Just be sure you fill out and send in your annual Qualification Questionnaire (NavPers 319) and Fitness Reports.

Recruit Depot Conducts Novel Recruiting Drive

Only one man in each five who apply for enlistment in the Marine Corps is accepted. At the same time, the Marine Corps takes great pride in being an all-volunteer organization. Results: A need for many applicants.

U. S. Marine Corps Recruit Depot, Parris Island, S. C., conducted a novel recruiting campaign during the Corps' 175th anniversary observance. Each Marine at the "boot camp" filled out a card, giving the name and address of a hometown buddy. This card he submitted to his company first sergeant, after which the cards were forwarded to MarCor Headquarters in Washington. There the cards were processed and sent to the appropriate recruiting divisions.

Also, each Marine and ex-Marine in the Parris Island area was requested to write a letter to a friend, telling about the Marine Corps. A small folder was supplied for enclosing. The folder is entitled "Be A Marine," and gives a down-to-earth description of the Marine's life and tasks. Given first, and underlined, is the statement, "Active combat is no picnic."

In recommending a recruit, each Marine was advised to ask himself, "Would I want this man next to me in combat?"

Members of the Marine Corps Reserve Officers Association and the Marine Corps League offered full cooperation in this unique recruiting drive.

Non-Pay Reservists May Drill Elsewhere

Naval Reservists in a non-pay status can now, under certain circumstances, attend drills with Reserve units of the Marine Corps, Army or Air Force, and earn promotion and retirement points.

Reservists may drill outside the Navy, if—

- Naval Reserve training is not reasonably available.

- The CO of the unit with which training is desired recommends approval of the request.

- The appropriate command of the other service concerned recommends approval of the request.

- The naval command having cognizance of the Naval Reservist approves and issues the necessary orders.

Non-pay Reservists of the other services may drill with Naval Reserve units under similar conditions.

Books for Navy Libraries Returning to Active Duty

As Navy ships awake from their postwar rest, books for their libraries are similarly being restored to active duty after a period of inaction.

After World War II, many thousands of volumes were removed from ships being deactivated. Books too obsolete or too dilapidated for further use were disposed of, but a large portion of the total was stored at the naval supply centers in Norfolk, Va., and Oakland, Calif. This supply, bolstered by new volumes currently being distributed, is filling the book shelves of ships returning to duty. It is estimated that redistribution of stored books has saved the Navy \$500,000 to date, the amount an equal number of new books would have cost.

Approximately 6,000 different titles exist among the supply of books at one supply center. Popular books of earlier times are kept on hand along with the latest releases.

The BuPers Library Section plans and directs the library program, selecting and ordering the books and supervising their issue. Actual procurement is handled by a Navy purchasing office, usually the New York branch.

Certain Naval Reservists Eligible for Commissions Upon Completion of Studies

Naval Reservists who are enrolled in medical, dental and theological schools, preparing for their doctorate or theological degrees, are being urged to request appointment in the Naval Reserve as ensign, probationary, 1135, USNR. Upon completion of their studies, these officers will be commissioned lieutenants (junior grade) in their respective corps.

Included in this call for officer candidates are enlisted Naval Reservists who can fill the bill, as well as persons already holding Naval Reserve commissions in other categories. However, none of this applies to students who are in *pre-medical*, *pre-dental* or *pre-theological* phases of professional training.

Full details on the matter are given in Naval Reserve Multiple Address Letter No. 33-50. Included are instructions for applying, with sample blanks provided. Commandants of all naval districts have received copies of the directive and were instructed to forward them to appropriate schools in their districts.

Navy Flight Nurse Uniform Now Designated Official

Two uniforms which have been worn by Navy flight nurses since approximately the beginning of World War II are now officially included in "Uniform Regulations."

They are the tan summer and the green winter uniforms. Each uniform consists of slacks, shirt, skirt, baseball cap and garrison cap, and battle jacket of matching color. Black gloves and a black handbag will be used as accessories for each uniform.

Both uniforms may be worn by the nurses when on the ground as well as in the air, if authorized.

Up to the present time, flight nurse uniforms have been furnished by the Bureau of Aeronautics. Now, according to BuPers Circ. Ltr. 130-50 (NDB, 30 Aug 1950) they will be listed as official uniforms for designated flight nurses when they are assigned to flying duty.

The official change means also that nurses must buy their own uniforms.

Officer, 7 Enlisted Men Receive High Awards for Heroic Action in Korea

One naval officer and seven enlisted men have been decorated for heroic service in slipping ashore in enemy-held Korean territory and demolishing a railroad tunnel.

The officer, Commander William B. Porter, USN, attached to USS *Juneau* (CLAA 119), was awarded the Legion of Merit with Combat "V" for planning and leading the demolition raid.

Three boatswain's mates, three gunner's mates and a seaman, all

of whom volunteered for the dangerous mission, were awarded the Bronze Star Medal with combat distinguishing device. Four of them disembarked at night on the rocky and unfamiliar coast, sneaked inside the railroad tunnel and planted demolition charges. The explosion blocked the tunnel and rendered the railroad useless. The other three men were the boat crew that skillfully maneuvered through enemy-patrolled waters, landed and picked up the shore party and returned to their ship without being detected.

The seven decorated enlisted men are: Junior E. Wilson, GM3, USN; Howard C. Scheunemann, GM3, USN; Myron K. Lovejoy, GMC, USN; Paul A. Keane, BM2, USN, all from USS *Juneau*; Joe C. Windham, BMC, USN, and Eugene A. Harwell, SN, USN, of USS *Mansfield* (DD 728); and Harold F. Jones, BM3, USN, of USS *Lyman K. Swenson* (DD 729).

Pilot Saved from Flames By Courage of Corpsman

Many tales of valor come back from the Korean front, and not all are born of battle-line action. There's the case of Charles B. Stalcup, HM3, USNR, 22, and how he saved the life of a Marine pilot.

The Marine pilot, a member of the 1st Marine Air Wing in Korea, had taken off from Kimpo Air Field with a load of bombs and ammunition for a combat strike. Noticing that the engine was leaking oil, he immediately turned back. When he was 25 feet from the ground on his way in for a landing, the plane suddenly burst into flames. The pilot brought it on down for a crash landing, then scrambled out of his cockpit and collapsed beside the plane.

The crash crew and emergency ambulance had been alerted when trouble first became apparent. Upon their arrival at the scene—which was almost immediately—the situation looked almost hopeless. It appeared that the flames would set off the plane's load of rockets and napalm bombs at any moment. With an eruption imminent, the surrounding crowd withdrew—except for Stalcup. Ignoring cries of warning from bystanders, he rushed in and carried the pilot to safety.

Seconds later, the plane disappeared in fire and explosion, the area where the pilot had been a cauldron of seething heat.

MMR Officers on Ships Of 1,000 or More Tons

Merchant Marine Reserve officers serving on active duty in the Navy are to be assigned to duty on board ships of 1,000 or more tons whenever possible.

This policy was announced by the Chief of Naval Personnel, who stated that because Merchant Marine Reserve officers are professional seamen, essential to both the Navy and merchant shipping, they should be given assignments that will enhance their professional careers.

The directive, BuPers Circ. Ltr. 165-50 (NDB, 31 Oct 1950), points out that Merchant Marine officers do not receive credit toward their licenses for service on board vessels of less than 1,000 tons, or if they fail to perform appropriate duties.

BuPers will assign Merchant Marine Reserve officers on active duty to appropriate ship types whenever practicable, the directive states. Commanding officers concerned are being requested to insure that these officers are assigned to primary duties involving deck or engineering watchstanding, as appropriate, and to additional duties which will further their professional as well as their naval training.

160 Enlisted Men to Be Selected as Midshipmen In Naval ROTC Program

Next year about this time approximately 160 men who are now enlisted in the Navy and Marine Corps will have become midshipmen, USNR (NROTC) (Inactive), and be wearing the "beanie" of a freshman on the campuses of several popular colleges and universities.

On 9 Dec 1950 the Navy's college aptitude test will be given to recommended candidates now on active duty. Around 160 men, it is estimated—will finally be enrolled as midshipmen in the Naval Reserve Officers Training Corps for the fall term of 1951, at the various colleges.

The deadline for nominations from commanding officers of men to take the test was 8 Nov 1950, latest date that nominations could reach the Bureau of Naval Personnel.

Fees for such as tuition, textbooks, and laboratory work are paid by the Navy, and the required uniforms also are paid for by the Navy. Midshipmen students receive retainer pay of \$600 per year from the service, but, depending on the college, an additional \$100 to \$600 must be furnished by the NROTC midshipman himself. Some or all of the money required of the midshipman may be earned by outside employment if it does not conflict with NROTC and academic activities.

Students may enroll in a wide variety of courses, in which they must include 24 semester hours (or the equivalent time in quarter hours) in naval science. The course normally lasts four years.

The middies are required to take two summer cruises and one period of aviation indoctrination, usually of eight weeks or more. On graduation they are obligated to accept a commission as ensign in the Navy or second lieutenant in the Marine Corps—if it is offered.

After two years of active duty they may apply for retention as permanent officers in the Regular Navy or Marine Corps, becoming career officers.

Anyone interested in the program—either for this year or next year—should read BuPers-MarCorps Joint Letter of 15 Sept 1950 (NDB, 15 Sept 1950) for full information.

DIRECTIVES

IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs, Navacts, and BuPers Circular Letters, not as a basis for action. Personnel interested in specific directives should consult Alnav, Navact and BuPers Circular Letter files for complete details before taking any action.

Alnavs apply to all Navy and Marine Corps commands; Navacts apply to all Navy commands; and BuPers Circular Letters apply to all ships and stations.

Alnavs

No. 106—Announces administrative plans for tax increases as specified in Public Law 814.

No. 107—Cancel previous directives (Alnavs 117-49 and 119-49) which authorized discharge of personnel entitled to "saved pay" under provisions of the Career Compensation Act of 1949.

No. 108—Supplements existing directives pertaining to physical examinations of flag officers.

No. 109—Carries out intent of Public Law 862, providing that post card applications for absentee ballot be delivered to service personnel directly.

No. 110—Announces Presidential approval of selection of four Marine Corps officers for temporary promotion to major general.

No. 111—Announces Presidential approval of selection of 346 naval officers for temporary promotion to captain.

No. 112—Informs the naval establishment that Alnav 76-49, specifying desire of the Secretary of the Navy that no Navy installations, vessels or aircraft should engage in civic celebrations of Navy Day, is still effective.

No. 113—Sets purchasing procedures for certain stock replenishment or emergency procurement.

No. 114—Announces Presidential approval of selection of seven Marine Corps officers for temporary promotion to brigadier general.

No. 115—Amends two paragraphs of BuPers Manual in regard to certain monthly report procedures.

No. 116—Sets procedures to effect Public Law 844 concerning choice of compensation method for Reservists on duty or training.

No. 117—Extends to 1 Jan 1951

the period during which personnel may apply for National Service Life Insurance under emergency conditions.

No. 118—Authorizes extra hazardous duty pay now in effect to continue for the year 1951.

No. 119—Sets regulations for entitlement to sea and foreign duty pay.

No. 120—Warns against use of certain canned food.

No. 121—Announces program for appointment of enlisted personnel to commissioned grades in Naval Reserve.

No. 122—Extends deadline to 18 Nov 1950 for nomination of enlisted personnel for NROTC program.

BuPers Circular Letters

No. 159—Lists recommended texts for use in review for preliminary examinations for Naval School, Academy and College Preparatory.

No. 160—Establishes authority to convene boards of medical examiners to examine and report on the physical qualifications of candidates for appointment in the Navy.

No. 161—Serves as guide to commanding officers in instructing service personnel on their conduct and attitude while serving or visiting in foreign countries.

No. 162—Lists eligibility for training of ensigns commissioned in the U.S. Navy from NROTC units.

No. 163—Enumerates current recognition training aids available for use in training programs of fleet units.

No. 164—Lists areas of critical housing shortages.

No. 165—Announces policy for assignment to active duty of officers of the Merchant Marine Reserve.

No. 166—Contains further details on assignment to duty of sole surviving sons of war-depleted families.

No. 167—Gives details for eligibility of naval personnel to compete for appointments to cadetship in the U.S. Coast Guard.

No. 168—Announces advancements to chief petty officer, acting appointment, of personnel on waiting list and provides for examinations for advancement to same grade to be held during latter part of fiscal 1951.

No. 169—Cancels requirement that commands submit training school reports regularly.

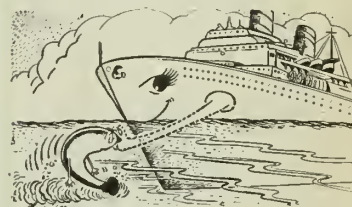
"Queen Mary sails with new secret girdle," said New York papers one day early in World War II. Thus broke upon the world a new item of our technical age—"degaussing," with its as-



sociated gear. Germany's magnetically actuated mines and torpedoes had made necessary this equipment for neutralizing a ship's magnetic field.

* * *

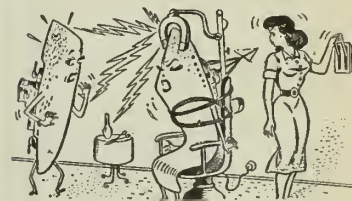
Degaussing gear consists mainly of electrical cables, including many insulated conductors, strung around a ship inside or outside its hull. These cables are called degaussing coils. As a rule, degaussing coils are energized



only when ships are in magnetic mine danger areas, when alerted for torpedo attack or when crossing degaussing ranges for magnetic check. Special equipment offsets the degaussing gear's influence on magnetic compasses.

* * *

Besides permanent shipboard degaussing equipment, there are degaussing stations. Some of these perform "magnetic treatment" to alter the magnetic characteristics of a ship. These treatments include "flashing" and "deperming." Deperming gives a



ship an over-all magnetic condition which will provide for the best operation of permanent degaussing coils. Flashing is a treatment given ships with no degaussing gear of their own, to make them less likely to set off magnetic mines and torpedoes.

Brief news items about other branches of the armed services

* * *

HELICOPTER-EQUIPPED transport companies are being organized by the Army to supplement and to replace, in part, its ground transport.

Each of the new companies will be equipped with 23 helicopters, two of which will be used for reconnaissance and for command purposes. The others will be employed to transport men, supplies and equipment. Faster and more effective transportation is expected, especially in areas where ground travel is difficult—such as in the Arctic, in jungles and mountains, and in amphibious warfare. River crossings are another operation in which helicopter companies are expected to be highly valuable.

The 'copters will be considered as flying jeeps or flying two-and-one-half-ton trucks. Helicopter companies will be used with Army corps, divisions and some smaller tactical units.

* * *

RANGER COMPANIES are being organized by the Army, one to be assigned to each infantry division. The companies will follow in most respects the make-up and duties of Ranger units employed in the U.S. Army in World War II.

All personnel of the 110-man, five-officer companies will be volunteers. All must possess high mental and physical qualities, and will undergo intensive special training. They will be qualified as parachutists, and will possess a knowledge of foreign weapons and maps, demolition and sabotage, guerrilla warfare, amphibious and airborne operations, and close combat. Each will be equipped with much personal armament, and in addition, each company will have either a 60-mm mortar or a bazooka.

A Ranger training section now exists at the Infantry School, Fort Benning, Ga. Plans now call for four companies of Rangers to be organized. Each company will consist of three platoons, each platoon will contain three 10-man squads.

A NEW ARMY AIR SUPPORT CENTER is now in operation at Fort Bragg, N. C.

Principal purpose of the air support center is to assist Army field forces in conducting air-ground operations training. The student body will consist primarily of air-ground operations personnel and commanders of units which would require air support in combat.

Training conducted by the center will not be confined to Fort Bragg. Instruction teams will travel to various locations to conduct conferences, demonstrations and exercises for troops in training. Every effort will be made to keep the center's curriculum up to date in all aspects of air support doctrine, technique and tactics.

* * *

ALREADY FAMED for its miraculous properties in alleviating arthritic pains, the new hormone drug ACTH is recognized by Army medical research scientists as an important counteragent in treating certain battle wounds. Large supplies of the new drug already have been rushed to Army frontline hospitals.

ACTH is now known to be of use in retarding the growth of fibrous tissues which, forming in large quantities in scarring wounds, may choke a close-by nerve and impair its function. By slowing the growth of the scar tissue, ACTH prevents blocking of the nerve.

Of particular use is the drug in combating the ill effects of wounds to the eye. A minor scar on or near the eye can produce blindness, but the Army feels that ACTH has every promise of cutting down the number of servicemen who might ordinarily lose their sight in one or both eyes.

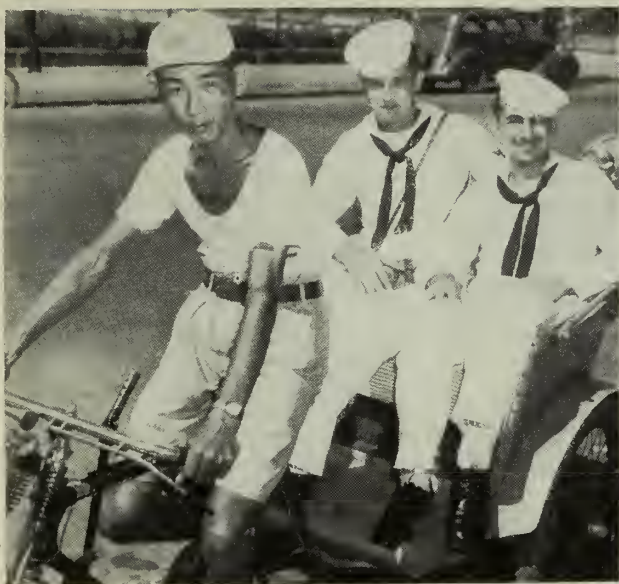
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THERE ARE WAYS AND MEANS of getting ice off airplane wings when you want to, but getting it on when you want to has been another matter. To do this, the Air Force's Air Material Command devised a rig known affectionately as "Squirtin' Gertie."

The reason the Air Force wanted ice on wings was to help them develop better ways to get it off. To bring



RECRUIT TRAINING at Fort Dix includes log lifting for exercise and teamwork (left) and practice with bazooka (right).



PEDICAB hauls sailor-sightseers around Yokosuka, Japan (left). Right: four services gather on patio of Navy EM Club.

on icing conditions at will, "Squirtin' Gertie," the most amazing system of struts and braces ever airborne since 1930, was devised. She—or it—can produce the water in any style from a solid stream to a fog. The proper temperature is obtained by altitude.

"Gertie"—the framework mentioned—is attached to the fuselage of a C-54, forward of a wing. The engine just aft of the framework is equipped with a special propeller and spinner. Upon order, Gertie makes with the raw material and the frigid temperatures of high altitude do the rest. The plane is equipped to reveal the results of various de-icers, and even to take samples of spray-filled air for future study. Thermal de-icing methods, sometimes employing enough heat for nine six-room houses, are coming under special study.

* * *

A NEW HELMET which is both lighter and tougher than the present one has been designed by the Army for its combat soldiers.

Instead of the present steel helmet with a thin plastic liner, the new headgear takes advantage of a new, rugged plastic for its liner to use light-weight aluminum for its outer covering.

Preliminary shock tests prove that the new liner alone affords as much resistance to shell fragments and falling objects as the present helmet and liner together.

The aluminum shell, while it does give additional protection to a soldier's head, is intended primarily for other uses—including its traditional service as a combination cooking pot, shaving basin and water bucket.

* * *

SIX NEW BUS-TYPE ambulances are being delivered to continental U.S. Air Force Bases, with the first of the group completed only six weeks after the order was placed.

The ambulances are 35 feet in length and weigh approximately nine tons. They are being made from

cross-country-type busses, and will have room for 18 litters. The Air Force is supplying equipment for modifying the interiors, which duplicate in most respects the interiors of MATS planes fitted for air evacuation of wounded.

Following are the Air Forces Bases to which the bus-ambulances are being delivered: Fairfield-Suisun, Fairfield, Calif., three busses; Westover AFB, Chicopee Falls, Mass., two busses; Kelly AFB, San Antonio, Tex., one bus. The vehicles are specially adapted for receiving litter cases which have been delivered to the bases by air. Wide rear doors have been installed, with a ramp leading to the ground after only one step down from the interior. Air conditioning is installed in all the six.

Delivery of the ambulances was given high priority, and was accomplished through coordinated efforts of the Army Ordnance Corps, the Office of the Air Force Surgeon General, MATS, and the civilian contractor.

* * *

HEAVY WHITE CHINAWARE, long familiar in U.S. Army mess halls everywhere, is on its way out. It is being replaced by plastic dishes.

More than three years of experiments and testing went into development of the new mess gear. The plastic proven best has quite a name: rag-filled phenol-melamine-formaldehyde.

A major hurdle it had to pass was acceptability to the soldiers. Two other demands were the meeting of military requirements, and low annual replacement cost. This material has excelled all the plastics tried as a dish material during World War II.

Among the tests of the experimental plates, cups and other items was exposure to great extremes in temperatures. The dishes survived tropical heat and Arctic cold without damage. Although not yet adopted by the Army as a standard item of issue, the new plastic tableware is expected to replace eventually all the Army's chinaware now used in mess halls.

LETTERS TO THE EDITOR

Reenlisting with Old Rate

SIR: In the Naval Reserve on active duty during World War II, I made the rating of AOM1 and was discharged as such. After staying out of the service over the 90-day period, I reenlisted as a seaman in the Regular Navy. (1) I understand that the Navy is now enlisting men in their former rates. Will men like myself who reenlisted in a lower pay grade than was formerly held be reinstated to their former rate? (2) If I don't get my former rate back and if I don't advance beyond seaman, at which rating will I be retired at the end of 20 years, AOM1 or SN?—C.W.S., SN, USN.

• No, personnel enlisting in the Regular Navy under broken-service are not now being enlisted in the rate held at time of discharge. Recent changes to recruiting instructions provide that personnel previously discharged from the Regular Navy or Naval Reserve with certain rates, pay grade E-5 and above, are to be accepted for enlistment or reenlistment in the Regular Navy under broken-service conditions in pay grade E-4 instead of pay grade E-3, which was the highest previously authorized in these particular ratings. Therefore, for the benefit of personnel who like yourself would be eligible to come in as PO3, if you were to enter the service today, the Navy has issued instructions to commanding officers in BuPers Circ. Ltr. 145-50 (NDB, 31 Aug 1950) directing a review of service records and submission of names of those eligible for advancement to pay grade E-3 according to requirements contained in the circular letter.

(2) In accordance with existing law, enlisted men are entitled to receive retainer pay based on the rating held at the time of transfer to the Fleet Reserve. Any man who is a seaman at the end of 20 years in the Navy will, most assuredly, be transferred to the Fleet Reserve as a seaman.—ED.

Changing Rating on Recall

SIR: I am a radioman second class and a member of an active Reserve electronics company that expects to be called to active duty at any time. Would it be possible to change my rate to either teleman or air controlman after I am called back, or before I am recalled?—J.R., RM2, USNR.

• Yes, you may request a change in rating either before or after being recalled to active duty.—ED.

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letters to: Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

CPOs in Aviation Greens

SIR: Are general service ratings such as YNC, PNC, etc., authorized to wear the aviation winter working uniform while serving with an aviation unit? Is there some directive other than Uniform Regulations which permits general service ratings to wear the winter working uniform and, if so, can you quote me the source?—J. C., YNC, USN.

• The provisions of article 6-1, U. S. Navy Uniform Regulations, 1947, with respect to the wearing of the aviation winter working uniform, state that "all other chief petty officers assigned to duty in aviation commands may wear the aviation winter working uniform when that uniform is prescribed as the uniform of the day for aviation personnel." The phrase, "all other chief petty officers" means exactly what it says and would permit a chief yeoman attached to an aviation command to wear the uniform on an optional basis if he wished to do so, when such is authorized by the commanding officer.—ED.

No Stenotype School

SIR: (1) Does the Navy have a stenotype school that enlisted personnel may attend? (2) If there is no school, will the Navy pay for my attendance at a civilian school? I have my own machine.—C. W. G., YN3, USN.

• (1) No, there is no Navy stenotype school nor does the Navy provide instruction on any other type of machine shorthand. (2) Although two classes in the past were trained in civilian schools at Navy expense, there are no plans to train additional classes in machine shorthand at this time.

The Training Research Section of the Bureau of Naval Personnel is making a study of Navy requirements for machine shorthand operators. When the study is completed, the Navy will decide whether training requirements justify machine shorthand instruction for Navy yeoman. Further information will be carried in ALL HANDS when a decision is reached.—ED.

Clothing Allowance for Chiefs

SIR: If a temporary officer is reverted to his permanent enlisted status as chief petty officer, is he entitled upon reverting to a monetary allowance for clothing in a similar manner as when he was advanced from first class to chief petty officer? If so, to what amount is he entitled, what are the references, and to whom should the claim be submitted?—R.W.T., YNC, USN.

• Paragraph 12-b(2)-6, Military Pay Instructions Memorandum 4 to Volume V, BuSanda Manual, provides that an initial clothing monetary allowance in the amount of \$118.35 is payable to enlisted members of the Navy serving as commissioned or warrant officers under temporary appointments upon reverting therefrom to serve on active duty in an enlisted status, including that of chief petty officer. Such allowance can be credited by the disbursing officer carrying the pay record of the man concerned.—ED.

Courses in New Code

SIR: I've been reviewing the Uniform Code of Justice as contained in the JAG Journal. Having graduated from Naval School of Justice, Port Hueneme, Calif., I would like to learn if any course of instruction in the new "Code" has been proposed.—M.C.R. YN1, USN.

• A brief correspondence course in the Uniform Code was begun in November 1950 and is offered by the U.S. Naval Correspondence Course Center, Bldg. RF, U.S. Naval Base, Brooklyn 1, N.Y. It is based on the Code itself (Public Law 506, 81st Congress). When the new Manual for Courts-martial is completed, a complete correspondence course will be based on the manual. This latter course will not be available until late in 1951, however.—ED.

Eligible for Recruiting Duty?

SIR: BuPers Circ. Ltr. 45-50 (NDB, 15 Apr 1950) states that BuPers desires requests for recruiting duty. Article C-5208, BuPers Manual, 1948, states that "Only chief petty officers and petty officers, first class, are assigned to recruiting duty." Does this mean there are no billets for men with lower ratings than petty officer first class at recruiting stations?—R. R. J., SK2, USN.

• Yes. Only chiefs and petty officers first class are assigned to recruiting duty.—ED.

Radio Announcing Duty

SIR: I am seeking information about the Armed Forces Radio Service. What I would like to know is whether service or civilian personnel are doing the announcing. If it's service personnel, I would like to know the procedure for getting in touch with someone who would be able to let me know how I might get into the Armed Forces Radio Service as an announcer. I have had previous radio training and announcing experience.—F.P.C., SN, USN.

• Both civilians and service personnel are utilized as announcers. Detailing of naval personnel to the Armed Forces Information and Education Service (AFIS) is performed directly by BuPers. Requests should be submitted to BuPers via official channels, giving a complete outline of educational background and experience in the radio announcing field.—Ed.

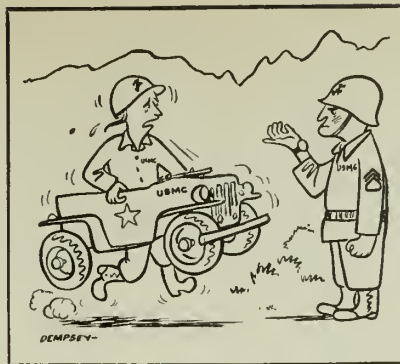
Broken Service Rates

SIR: I was in the active Naval Reserve from 1943 until May of this year. I was rated YN1 in February 1945. Throughout this period I lost no time through misconduct or in any other way.

In May 1950 I enlisted in the Regular Navy, and had to take a reduction in rating to YN2, although I had been first class for five and one-half years. I was told that after I enlisted as YN2 in the Regular Navy I would be eligible to go up for first class at the next exam.

In all the advancement in rating directives it is stated that I must requalify for YN1 the same as anyone who has just made YN2. Please straighten me out on this.—J.J.A., YN2, USN.

• Records indicate that you were correctly enlisted as YN2, the highest pay grade in your rating which was then open to ex-USNR personnel enlisting in the Regular Navy. You'll become eligible for advancement to YN1 not



"Couldn't get here any sooner, sarge. Ran outta gos."

earlier than 11 May 1951, as provided in paragraph 3a (3) of enclosure (A) to BuPers Circ. Ltr. 12-50 (NDB, 31 Jan 1950).

BuPers Circ. Ltr. 145-50 (NDB, 31 Aug 1950) is the only current directive for adjusting the rates of broken-service personnel and ex-USNR personnel. This directive authorizes adjustments as high as pay grade E-4 only. No higher adjustments of broken-service personnel are contemplated at this time.—Ed.

Appointments to Naval Academy

SIR: (1) Are sons of naval personnel allowed preference in appointments to the Naval Academy? (2) Where would he request application for examination? —LT. W. W. M., SC, USN. (Ret).

• (1) Yes. Details are published in the pamphlet "Regulations Governing the Admission of Candidates Into the U. S. Naval Academy as Midshipmen and Sample Examination Questions, June 1950." Page 18, paragraph 13, points out that 75 midshipman appointments are given by the President to the sons and adopted sons of officers and enlisted personnel of the Regular Navy, Marine Corps, Army, Air Force and Coast Guard for the reason that officers and enlisted personnel, because of the nature of their duties, are unable to establish permanent residence to secure nominations for their sons from their senators and representatives. Stepsons are not eligible. Adopted sons must have been adopted before reaching 15 years of age.

(2) These candidates are required to take either the substantiating examinations or the regular mental examination in competition with each other, the highest 75 passing the examination receiving the appointments. Applications should be addressed to the Chief of Naval Personnel giving full name, date of birth, home address and present address of the candidate, full name and rank or rate of his parent, and, in case of an adopted son, evidence as to the date of the adoption.—Ed.

Saluting When Dismissed

SIR: How about giving our platoon the straight dope on saluting when dismissed from ranks? Here's what happened:

We have a Wave lieutenant as platoon leader. After captain's inspection last Friday we marched from the inspection area, came to a halt, then made a left face. Then the Wave lieutenant said, "Dismissed," and we saluted her as we fell out of ranks.

Is this salute proper for naval personnel falling out of ranks, or isn't it used any more? Some say yes and some say no. We would like the straight dope, and I'm sure you're the people to give it to us.—R.M.H., BM2, USN.

• There is no regulation which specifically covers this point. The landing Force Manual and the Army Field Manual FM 22-5 do not state that a salute is required upon dismissal from ranks. Neither do they say that a salute is not required. However, personnel under arms, who would find it awkward to give one upon being dismissed, do not salute.

It is customary on board ship for personnel, who are usually not under arms, to salute when the command "Leave your quarters" is given. This custom is generally followed also at receiving ships and shore activities.

In this case, like the case of deciding whether to say "The smoking lamp is lit" or "The smoking lamp is lighted," it's best to take your cue from the practice followed at the local command. Come on, Boats, break down and give her a good snappy salute next time.—Ed.

10% Extra for Good Conduct

SIR: I am being physically retired in the near future with 100 per cent disability, which gives me 75 per cent of pay and longevity. I am classified F-4-D, having first enlisted 2 Jan 1924, and have served continuously since. Under this classification, I believe I am entitled to an extra 10 per cent of pay and longevity for good conduct for over 20 years of service. Can I receive this in addition to my disability pay? No one I can contact seems to know the answer.—W.J.N., MUC, USN.

• No. When retired for physical disability, the provision in the Naval Reserve Act of 1938 authorizing 10 per cent for good conduct does not apply.—Ed.

Physical Disability Retirement

SIR: Information is requested concerning provisions of physical disability retirement, to which I might be entitled. I was transferred to class F-6 on 26 Feb 1948. My disability is permanent but the percentage of disability was not estimated, although I believe it might exceed 30 per cent. What action shall I take?—R. B. B.

• The Navy is presently evaluating the cases of all naval personnel who were transferred to the retired list for physical disability prior to 1 Oct 1949 in accordance with Section 411 of the Career Compensation Act. Notification will be made by letter of the percentage of disability rating, together with the entitled amount of retired pay. It is anticipated that at least five months will be required to complete this evaluation. Any benefits to which you may be entitled will be retroactive to 1 Oct 1949.—Ed.

Rotation of Duty

SIR: Can you tell me just what is meant by the Navy's "rotation of duty?" I joined the Navy 20 Aug 1947, and reported on board this vessel four months later. After being on board for 29 months I requested a change of duty and was reassigned to a PCEC, where I served for about a month and a half. I liked PCEC duty and reenlisted on board. Then, two days later, I was transferred right back to the ship I had served on originally. I would like to know if there is such a thing as rotation of duty, and if so, why one man is required to spend so much time on one ship. I now have over 32 months on board this vessel.—A.L.C., RM3, USN.

• *The distribution and duty rotation of enlisted personnel depends primarily upon the personnel requirements of the various units of the Navy. When all other factors have been taken into account, however, due consideration is given to individual requests for duty in a particular ship or locality.*

Because of the constantly changing situation, it is impossible for the Navy to establish a hard and fast rule of rotation. From time to time instructions are issued by BuPers setting forth the length of tours of duty at foreign stations, and the length of shipboard tours necessary to establish eligibility for shore duty.

Requests submitted by individual enlisted personnel for changes of duty are forwarded by commanding officers to the appropriate administrative command for consideration, or to BuPers where disposition cannot be made by the administrative command. For more complete information on the Navy's policy in this matter, it is suggested you read Chapter 5, Section 2, of BuPers Manual.—Ed.

No Dentist Training Program

SIR: I am interested in dentistry training and was wondering if there is any possible chance of getting my schooling through the government while still in the Navy.—B. F. F., Jr., YNSN, USN.

• *The Navy has no current program for college training of dentists as were formerly trained under the V-12 program.—Ed.*

Reserves and Flight Status

SIR: What is the present policy regarding return of Reserve officers now in an unrestricted general line status to a duty-involving-flying status? Alnav 103 sheds light on temporary officers in this category, but doesn't mention reserve officers.

I know of a few ex-aviators in the Naval Reserve who have been returned to a duty-involving-flying status, but local inquiries have failed to reveal what procedure is being employed in selecting these officers.

Also, is it the ultimate goal of BuPers to return all personnel in that category to duty-involving-flying assignments or will this be limited to a selected few?—C.L.E., LTJG, USNR.

• *Ex-aviator Reserve officers are being returned to a duty-involving-flying status as required by the aeronautical organization. Approximately one-third of these officers have been returned to date. Individual requests are not desired. Selection is based on qualifications, rank and availability.*

Alnav 103-50 (NDB, 30 Sept 1950) does not apply to Reserve officers; only to USN (T.).—Ed.

Chronic Seasickness

SIR: Every time my ship pulls out, I come down with seasickness despite the use of seasickness pills. Is there any possibility of getting duty on an overseas base because of this?—J.E.G., YN3, USN.

• *Your trail to an overseas shore station via chronic seasickness would have to begin at routine sick call. Here is what the Bureau of Medicine and Surgery has to say about it. "Motion sickness has to be evaluated individually, since there is a wide variation in its significance in different individuals. When motion sickness has been observed by the medical officer, or by the hospital corpsman on independent duty, to be so protracted and severe as to interfere with the performance of duty, information to that effect is forwarded with the patient when he is transferred to a shore medical facility. There he is given treatment if required, and appropriate disposition is instituted."*

Among other possibilities, "appropriate disposition" could be assignment to an overseas shore station, of course.

However, you can request such duty the same as anybody else. Address your request to ComServLant or ComServPac as appropriate, with such information as you wish to include.—Ed.

Rating Change for POs

SIR: If a man wishes to be assigned to duty where he may work in the duties of another rating, with a view toward eventually changing his rating, through what channels should he submit his request? In this case I am assuming that the rating to which he wishes to change is not employed on the station on which the man is currently serving, but is used at other stations under the same administrative commander or district commandant.—I.R.E., YNI, USN.

• *This is a matter between the individual and his commanding officer, and involving the administrative commander should the CO recommend that the man be assigned to other duty within the cognizance of that officer. In all cases, however, service needs would be the primary consideration and the man's desires next.*

If the case you present involves yourself, the current service needs for YNI's would almost certainly prevent your request for assignment to duty out of your rating from being approved. In general, BuPers does not approve of reassignment of petty officers to duties outside their rating, and this disapproval becomes more definite as pay grade increases. Except in extreme cases, as for highly critical ratings, a transfer to provide an opportunity for a man to train and prepare for a change in rating will make his past training and experience a waste of time and money.—Ed.

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying The Editor, All Hands Magazine, Room 1809, Bureau of Personnel, Navy Department, Washington 25, D. C., four or more months in advance.

• *uss Bancroft (DD 598)—All former members of this ship's crew interested in holding a reunion in an eastern U.S. city in February or March 1951 should contact LTJG D. M. Dravis, USN, or LTJG J. C. Blake, USN, U.S. Naval Receiving Station, Washington 25, D. C.*

• *ZP 11—A reunion of all members of this blimp hedron and blimp squadron, which is attached to NAS South Weymouth, Mass., is planned for May 1951. All who are interested should contact Albert P. Dancause, AOUI, USNR, Glen Ave., Norwalk, Conn.*

• *uss Yukon (AF 9)—A reunion of all uss Yukon people will be held*

at the Hotel Governor Clinton, New York City, on 24 Feb 1951. For information, contact Alfred J. Clark, 59 Christie Ave., Clifton, N.J. Reservations should be made by 15 Jan 1951, if possible.

• *Seabee Veterans of America—A national reunion will be held in August 1951, in Boston, Mass. All Seabees interested in organizing "Island Xs" in New England States should write to John F. Tallent, National Vice President, 11 Bell Rock St., Malden, Mass. Such groups have been organized in 19 other states.*

• *uss Vincennes (CA 44). "A Log of the Vincennes" by the late LT D. H. Dorris, USNR, and several ship's company survivors of the lost vessel. It may be obtained by writing J. T. Dorris, Ph.D., professor of History, State Teachers College, Richmond, Ky. Price: \$5.00.*

Sir: Concerning the LDO program: (1) What would be the status of an enlisted person with 10 years' service and commissioned LDO ensign or lieutenant (junior grade) if he failed his medical or professional examination? (2) Specifically, would he be given an opportunity to revert back to CPO, or would he be automatically rejected from the Navy without retirement pay? (3) If an LDO officer, having completed 20 years' service, and is eligible for further promotion, fails his examination, what disposition would be made of his case? (4) Would a yeoman commissioned LDO (Administration) be required to perform duties of communications officer, or would he perform only administrative and clerical duties in which he is trained and acquainted?—H.L.F., YNC, usn, and R.W.B., YNC, usn.

• We wouldn't want to chide a couple of YNCs (administration) but you must have missed BuPers Circ. Ltr. 62-50 (NDB, 15 May 1950). Most of the answers you want are spelled out there specifically and would require too much space to write in full here. In regard to that directive (1) For ensigns failing professional exam, see subparagraph 3D(2)(c). For lieutenants (junior grade) failing professional exam, check subpara 3D(2)(b). In regard to failing the physical examination, any LDO will be subject to medical survey and physical retirement proceedings. (2) Subpara 3D(2)(g) pertains to ensigns, 3D(2)(b) and 3D(2)(f) to lieutenants (junior grade) and above. (3) Same answer to the above question. If eligible, he may request retirement. (4) LDOs in the administrative classification are charged with duties pertaining to their technical field—naval administration and personnel management. Since the duties of communications officer rightfully

Barbers Learn Hard Way

Sir: Is there a school of beauty culture for male barbers?—J. P. D., SH2, usn.

• There is no formal training available for ship's servicemen (barbers).—Ed.

belong under naval administration, it is logical that LDOs in that field may be assigned that duty. The Bureau of Naval Personnel wants it emphasized that LDO classifications cover a much broader scope of knowledge than does the individual rating, and that prospective candidates should be well prepared to assume the attendant responsibilities.—Ed.

When to Request an Allotment

Sir: How much notice must the Field Branch, Bureau of Supplies and Accounts, have in accepting applications for registering a voluntary allotment? For example, say a man registered a voluntary allotment—not a "Q" allotment—on 22 November. Could he make the first payment in December with the allottee receiving the first check in January, or would he have to wait until January with the first check being mailed out in February? Your answer will settle a friendly argument.—D. P., YNCA, usn.

• Consider your friendly argument settled. Allotment authorization bearing request to register allotments only must reach the Field Branch, BuSandA (Allotment Division) between the first and 20th day of the month preceding the month of first payment. Provisions are made for retroactive allotments in certain specified cases. In the above case, first payment would be made in January with the check being mailed the first part of February.—Ed.

Retired Status of CWO

Sir: In a previous answer to a letter about retired status, you stated that a commissioned warrant officer may retire in warrant officer grade W-4 and after retirement will be advanced to the highest temporary rank satisfactorily held.

I was retired as a chief warrant officer prior to 1 Oct 1949, at my own request, after completing 30 years' active service. After being retired, I was advanced to lieutenant, the highest temporary rank I held. To receive the higher pay of warrant grade W-4, I had to request to be restored to that grade.

Will I retain my present rank as lieutenant (retired) as long as I remain in a retired status?—LT W. L. G., usn (Ret).

• If you requested to be restored to your former retired status as chief warrant officer and such restoration is effected by the Secretary of the Navy, Public Law 351 of the 81st Congress requires that you will thereafter be deemed to be a chief warrant officer for all purposes, including pay and recall to active duty. If restored to your former CWO status, you would not, therefore, retain your present rank as lieutenant, usn, retired.—Ed.

Fines Not Deductible

Sir: Is it possible to deduct from incomes taxes fines imposed by a Navy court-martial?—R.J.B., TEI, usn.

• No. As specified in item 41(b) of Federal Income Tax Information pamphlet published by BuSandA in 1949 for the information of naval personnel, no deduction is allowable for loss resulting from fines and penalties as imposed by court-martial and civil courts.—Ed.

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TAFFRAIL TALK

WE'D LIKE to drop a hint to unsuspecting readers that Captain James Thach, USN, mentioned as being selected for rear admiral recently, is not the same person as Captain "Jimmy" Thach, USN, mentioned in news stories from Korea. They're two people—brothers—and therein lies a tale of quite some confusion.

At present Captain James Harmon Thach, Jr., USN, is assigned to the International Affairs Division of the Office of the Chief of Naval Operations. His brother, Captain "Jimmy," skipper of USS *Sicily* (CVE 118) is really John Smith Thach.

All the confusion dates back to midshipman days. James, the older of the two brothers, attended the Naval Academy in 1919-23 and was widely known by the nickname "Jimmy." He graduated in the summer of 1923, and a few months later his brother John reported in as a plebe. Midshipmen who had known the older brother promptly tabbed the plebe as "Jimmy" also.

To this day John is still known as "Jimmy."

★ ★ ★

"I truly believe," writes a lady housewife to the Bureau of Naval Personnel, "that a married man should have his wife's written permission before his orders are issued, especially in the



case of veterans whose wives have had a taste of living alone and not liking it."

Her Naval Reservist husband is on active duty. We've had no word from him.

★ ★ ★

Hear ye, hear ye, and be it known that tongue wagging is strictly out of order at meetings of the Aloha Navy Wives Club at Pearl Harbor. Their oath: "I pledge myself to be kind and charitable to my sister members, to attend meetings regularly, and to avoid all gossip. . . ."

★ ★ ★

Front runner in a \$15,000 race at Saratoga Springs was the three-year-old filly "Busanda," named after the Navy's Bureau of Supplies and Accounts. A former Navy commander owns her.

★ ★ ★

Largest private telephone exchange in the world is in the Pentagon, with 68,600 miles of trunk lines to handle the 315,000 average daily calls.

The All Hands Staff

ALL HANDS

THE BUPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget on 29 April 1949, this magazine is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

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DISTRIBUTION: By Section B-3203 of the Bureau of Naval Personnel Manual the Bureau directs that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicates that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the purpose of the magazine.

In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issues.

The Bureau should also be advised if the full number of copies is not received regularly.

Normally, copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corp. Requests from Marine Corps activities should be addressed to the Commandant.

REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB" used as a reference, indicate the official Navy Department Bulletin.

• AT RIGHT: Sailors unload a barge alongside USS *Toledo* (CA 133) in Sasebo Harbor, Japan. They are unloading powder cans and 8-inch shells for use against the enemy in Korea. ➔



**BARRAGE
BARGE**

1951

ALL HANDS

1951

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

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